

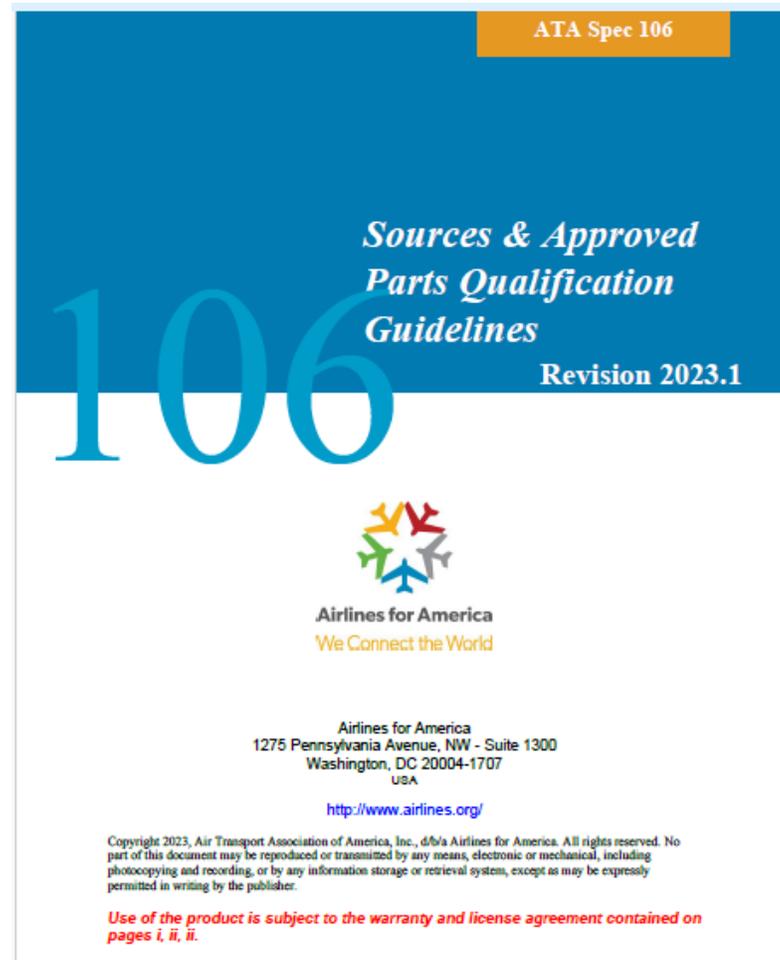
All About the ASA Statement Form and the Revised ATA Spec 106:



COMMON MISCONCEPTIONS ABOUT THE ATA SPEC 106:

- **The ATA Spec 106 consists of just the one-page form:**

- In fact, the spec consists of 50 pages, of which only 8 pages currently address the use of the form. I'm frequently asked about certain entries on the form, and I respond by asking *'have you looked at the spec regarding how to fill it out?'* This is met by raised eyebrows, a pause, and a *'thanks, I'll get back to you.'*



COMMON MISCONCEPTIONS ABOUT THE ATA SPEC 106:

- **This is an ASA (Aviation Suppliers Association) form:**
 - **ATA stands for Air Transport Association, who is now the A4A or Airlines for America. The spec retains the legacy 'ATA' for ease of identification. The spec and its form have never been an invention of the ASA.**

- **The ASA requires the use of the form:**
 - **The ASA has never required use of this form; however many distributors use it as a means to show compliance with certain sections of the ASA-100. Let's review this.**

USE OF THE FORM TO COMPLY WITH THE ASA-100

Likely contributory to the mistaken perception that the ASA requires use of this form and/or that it is an ASA form, is that many accredited firms use it to comply with a section of the ASA-100 standard. Section 10 of the standard is titled: *Certification and Release of Materials*. Its paragraph B:

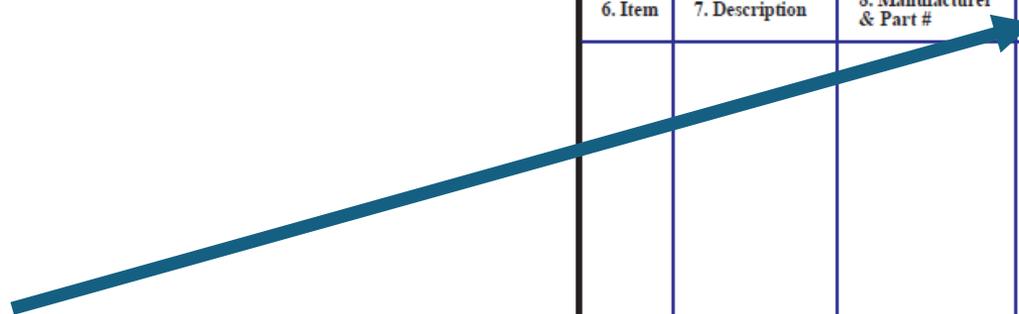
“B. Additionally, a certified statement disclosing the following should be issued about the material or parts, certifying that they were or were not:

- 1) subjected to conditions of extreme stress, heat or environment,
- 2) previously installed in a public aircraft, such as a government use aircraft or a military aircraft.”

To date, the form most used to express these statements is the ATA Spec 106.

CONTINUING ISSUES WITH FORM:

- The form retains Block 9, Eligibility. The intent of this block is for the originator to enter “The aircraft, propeller, engine or appliance model on which the part may be installed if known.” This block has always been optional, but the industry, in recognition that it has always been up to the installer to determine Eligibility, long ago removed the same block from the 8130-3 and EASA Form 1 among others. On this form today, nearly all originators enter N/A or TBV (to be verified by installer), meaning that, this has fallen into disuse.



1. PART OR MATERIAL CERTIFICATION FORM						ATA Specification 106	
2. Seller's Name:				3. Reference #:			
4. Organization: Address:				Phone #: FAX #: SITA/Wire Code: Certification #: Status:			
5A. Seller's Contract #:				5B. Buyer's Contract #:			
6. Item	7. Description	8. Manufacturer & Part #	9. Eligibility	10. Qty	11. Serial/Batch #	12. Status	
13A. Remarks:							
13B. Obtained Form:				13C. Last Certificated Agency:			
14. <u>New Parts/Material Verification:</u> The following signature attests that the part(s) or Material(s) identified above was (were) manufactured by a FAA Production Approval Holder (PAH), or to an industry or commercial standard.				18.A. <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:				18.B Non-Incident initials:			
16. Name:				19. Signature:			
17. Date:		20. Name:		21. Date:			
NOTICE: The above signature binds the seller and the SIGNER to the accuracy of the information provided in the Form. Should the information provided in this Form contain inaccuracies or misrepresentations, the signer and the SELLER may be liable for damages and be subject to criminal prosecution under state and federal law.							
Revised August 11, 2023							

CONTINUING ISSUES WITH FORM:

- Block 14 New Parts
Verification: For new parts being signed on the 'left side' of form, the block refers only to the USA-centric FAA. But what if you have new parts from a CAA or EASA source, for example? Signing here would appear to be a falsehood.



1. PART OR MATERIAL CERTIFICATION FORM							ATA Specification 106	
2. Seller's Name:				3. Reference #:				
4. Organization: Address:				Phone #: FAX #: SITA/Wire Code: Certification #: Status:				
5A. Seller's Contract #:				5B. Buyer's Contract #:				
6. Item	7. Description	8. Manufacturer & Part #	9. Eligibility	10. Qty	11. Serial/Batch #	12. Status		
13A. Remarks:								
13B. Obtained Form:								
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.							tion: he	
							d in gner aw.	

CONTINUING ISSUES WITH FORM:

- **The Specification continues to refer to what is loosely called the Non-Incident Statement does not recognize what the global community is moving toward which is called the ICS or Incident/accident clearance statement.**

***Introduction to NIS (Non-
Incident Statement)***

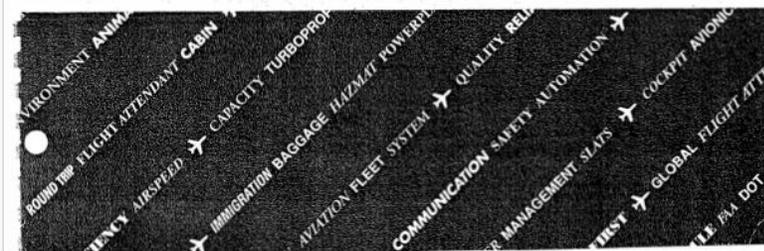


**First we must have a history
lesson regarding the ATA Spec
106**



SOURCES & APPROVED PARTS QUALIFICATION GUIDELINES SPECIFICATION 106

A274



Of its 55 pages, 10 pages contained an Appendix C which introduced this Form

1. PART OR MATERIAL CERTIFICATION FORM						ATA SPECIFICATION 106
2. Seller's Name			3. Reference #			
4. Organization			Phone #:			
Address:			FAX #:			
			SITA/Wire Code:			
			Status: Supplier			
5a. Seller's Contract #			5b. Buyer's Contract #			
6. Item	7. Description	8. Manufacturer & Part #	9. Eligibility	10. Qty	11. Serial / Batch #	12. Status
13a. Remarks						
13b. Obtained From				13c. Last Certificated Agency		
14. <u>New Parts / Material Verification.</u> The following signature attests that the Part(s) or material(s) identified above was (were) manufactured by a FAA Production Approval Holder (PAH), or to an industry or commercial standard.				18. <u>Used, Repaired or Overhauled Parts Verification.</u> The following signature attests that the documentation specified above or attached is accurate with regard to the item(s) described.		
15. Signature				19. Signature		
16. Name		17. Date		20. Name		21. Date

Notice: The above signature binds the seller and the SIGNER to the accuracy of the information provided in the Form. Should the information provided in this Form contain inaccuracies or misrepresentations, the signer and the SELLER may be liable for damage and be subject to criminal prosecution under state and federal law.

The instructions for the form contained this entry:

“3) If a particular part was obtained from any of the following, then it should be so identified:

- a. Government agency (non-military) or non-FAA certificated aircraft.
- b. Aircraft or engine subjected to extreme stress or heat, major failure, accident, or fire.”



Voila, and there you have it, the birth of the Non-Incident Statement

1. PART OR MATERIAL CERTIFICATION FORM						ATA SPECIFICATION 106	
2. Seller's Name			3. Reference #				
4. Organization			Phone #:				
Address:			FAX #:				
5a. Seller's Contract #			Contract #				
6. Item	7. Description		10. Qty	11. Serial / Batch #	12. Status		
			13c. Last Certificated Agency				
14. Part(s) or material(s) identified above was (were) manufactured by a FAA Production Approval Holder (PAH), or to an industry or commercial standard.			18. Used, Repaired or Overhauled Parts Verification. The following signature attests that the documentation specified above or attached is accurate with regard to the item(s) described.				
15. Signature			19. Signature				
16. Name		17. Date	20. Name		21. Date		

Notice: The above signature binds the seller and the SIGNER to the accuracy of the information provided in the Form. Should the information provided in this Form contain inaccuracies or misrepresentations, the signer and the SELLER may be liable for damage and be subject to criminal prosecution under state and federal law.

1. PART OR MATERIAL CERTIFICATION FORM

ATA Specification 106

2. Seller's Name:		3. Reference #:	
4. Organization: Address:		Phone #: FAX #: SITA/Wire Code: Certification #: Status:	

5A. Seller's Contract #:	5B. Buyer's Contract #:
--------------------------	-------------------------

6. Item	7. Description	8. Manufacturer & Part #	9. Eligibility	10. Qty	11. Serial/Batch #	12. Status

For Reference Only

13A. Remarks:

13B. Obtained Form:	13C. Last Certified Agency:
---------------------	-----------------------------

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.	14.A. 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.
	14.B. Non-Incident Initials:

15. Signature:		19. Signature:	
16. Name:	17. Date:	20. Name:	21. Date:

NOTICE: The above signature binds the seller and the SIGNER to the accuracy of the information provided in the Form. Should the information provided in this Form contain inaccuracies or misrepresentations, the signer and the SELLER may be liable for damages and be subject to criminal prosecution under state and federal law.

By the way, did you know the ATA just revised the ATA Spec 106 Form?

1. PART OR MATERIAL CERTIFICATION FORM						ATA Specification 106
2. Seller's Name:			3. Reference #:			
4. Organization: Address:			Phone #: FAX #: SITA/Wire Code: Certification #: Status:			
5A. Seller's Contract #:			5B. Buyer's Contract #:			
6. Item	7. Description	8. Manufacturer & Part #	9. Eligibility	10. Qty	11. Serial/Batch #	12. Status
13A. Remarks:						
13B. Obtained Form:			13C. Last Certificated Agency:			
14. <u>New Parts/Material Verification:</u> The following signature attests that the part(s) or Material(s) identified above was (were) manufactured by a FAA Production Approval Holder (PAH), or to an industry or commercial standard.			18.A. <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:			18.B Non-Incident initials:			
16. Name:			17. Date:		19. Signature:	
20. Name:		21. Date:				
NOTICE: The above signature binds the seller and the SIGNER to the accuracy of the information provided in the Form. Should the information provided in this Form contain inaccuracies or misrepresentations, the signer and the SELLER may be liable for damages and be subject to criminal prosecution under state and federal law.						

FOR TRAINING REFERENCE ONLY

WHAT HAS CHANGED WITH THE FORM?

- **Added a new Block 18B** (thereby making the existing Block 18, now 18A). According to the spec:

- **1.22. Block 18B Non-Incident Confirmation:**

By initialing the check box, the signature acknowledges that to the best of their knowledge the identified part does not meet any of the “Unusual Circumstances” identified in section 3-1 paragraph D. of this document.

1. PART OR MATERIAL CERTIFICATION FORM						ATA Specification 106
2. Seller's Name:			3. Reference #:			
4. Organization: Address:			Phone #: FAX #: SITA/Wire Code: Certification #: Status:			
5A. Seller's Contract #:			5B. Buyer's Contract #:			
6. Item	7. Description	8. Manufacturer & Part #	9. Eligibility	10. Qty	11. Serial/Batch #	12. Status
13A. Remarks:						
13B. Obtained Form:				13C. Last Certificated Agency:		
14. <u>New Parts/Material Verification:</u> The following signature attests that the part(s) or Material(s) identified above was (were) manufactured by a FAA Production Approval Holder (PAH), or to an industry or commercial standard.			18.A. <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:			18.B Non-Incident initials:			
16. Name:			17. Date:			19. Signature:
20. Name:		21. Date:				
NOTICE: The above signature binds the seller and the SIGNER to the accuracy of the information provided in the Form. Should the information provided in this Form contain inaccuracies or misrepresentations, the signer and the SELLER may be liable for damages and be subject to criminal prosecution under state and federal law.						
Revised August 11, 2023						

FOR TRAINING REFERENCE ONLY

What are the 'Unusual Circumstances'?

- (1) Noncertificated aircraft (aircraft without airworthiness certificated, i.e., public use, non-U.S., and military surplus aircraft).
- (2) Knowledge of aircraft, aircraft engines, propellers or appliances that have been subjected to extreme stress, sudden stoppage, heat, major failure or accident.
- (3) Salvaged aircraft or aircraft components.

Conceivably, it appears that by initialing 18.B, a Non- Incident Statement in Remarks is not needed.

CAVU Café: Royboy's Prose & Cons

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



About Roy Resto

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ATA SPEC 106 REVISION

[Like](#) [Share](#) 21 people like this. [Sign Up](#) to see what your friends like.

It has been 22 years since the ATA Spec 106 was updated, and it is now at revision 2023.1. The proper and full name of this document is *ATA Specification 106, Sources & Approved Parts Qualification Guidelines* (herein 'the spec'). In this article the following will be presented:

- Common misconceptions
- Interesting facts about the spec
- What has changed with the Form?
- Use of the form to comply with the ASA-100
- Continuing issues with the form and specification

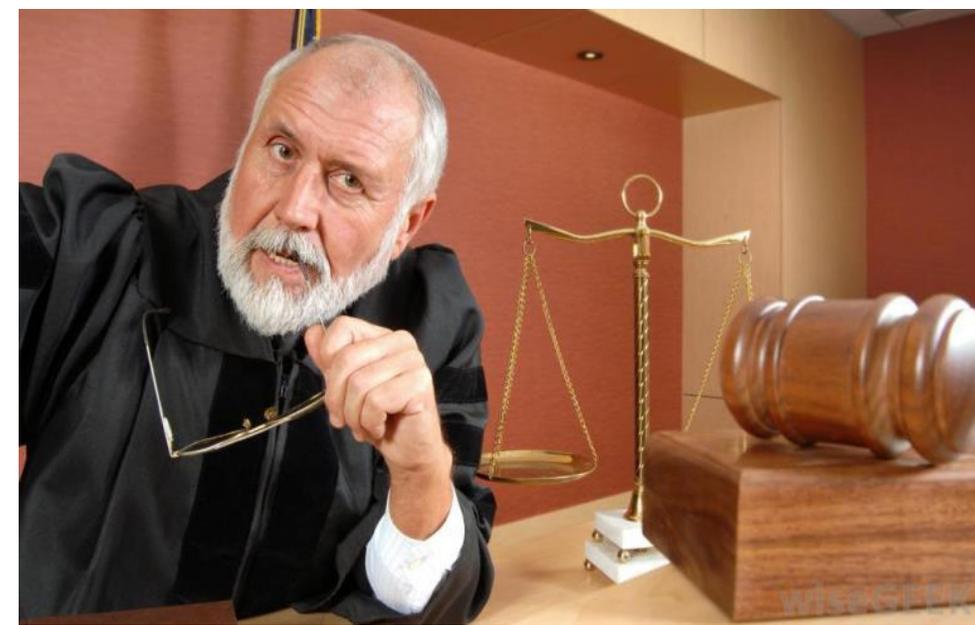
For more information read this article and don't forget to subscribe to future

Subscribe By Email

Email*

Search

**Use of the Non-
Incident Statement
(NIS) IS NOT
*required by any
regulation!***



The NIS remains a stubborn requirement from Lessors, Operators, Repair Stations and other distributors selling to them.

The idea is that any such information be presented to them and let them decide.



WELL KNOWN PROBLEMS WITH THE NIS:

- Persons are making the statement without any clue as to whether the part has ever been involved in these occurrences.
- With a 20-year-old aircraft, it is likely that there has been some sort of incident, but the statements are still being made.
- “To the best of my knowledge...” although likely true, greatly waters-down the attestation.
- Because the NIS is not required by regulation, there appears to be many variations of the wording.

Most importantly, the entire NIS premise overlooks the fact that even if the part was indeed removed from an incident/accident aircraft 5 years ago, and its airworthiness has since been established by inspection or overhaul by a qualified and approved repair station, that therefor the incident/accident connection is irrelevant.



Guidance Material and Best Practices for Aircraft Leases

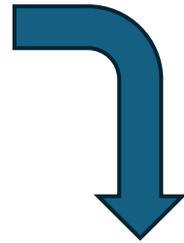
Effective May 2017

In recognition of these shortcomings with the NIS, an Aviation Working Group (AWG) collaborated with the International Air Transport Association (IATA) and created within this document the Incident/Accident Clearance Statement, now commonly called an ICS.



Guidance Material and Best Practices for Aircraft Leases

Effective May 2017



4.4 Incident/Accident Clearance Statement

Although there are no specific regulatory requirements to produce such documents, it is commonly accepted that an Incident/Accident Clearance Statement (ICS) formerly known as Non-Incident/Accident Statement (NIS) is provided by the last operator since the last shop visit. During the last shop visit, the engine/APU/gear is fully dismantled, the parts are inspected and repaired as necessary and their serviceability restored. It is therefore assumed that any part affected by incident, accident, or otherwise, has been replaced or properly repaired.

The purpose of this incident/accident clearance statement is to remove the focus from whether or not an aircraft/engine/part has been subjected to an accident or incident and instead declare that the aircraft/engine/part has been deemed acceptable for continued use.

The Form from the IATA Document: You have likely already seen the IATA format from your suppliers as in the following sample document:

(ON COMPANY LETTERHEAD)

Date

Incident/Accident Clearance Statement

To Whom It May Concern:

Engine serial number [insert ESN], details of which are specified below, has been operated by [insert company name] during the period from [insert delivery date] to [insert redelivery date].

Configuration details as of date of this statement;

Description	Type/Part No.	Serial No.	TSN	CSN
Engine				

I hereby certify that, to the best of my knowledge, during the period stated above:

1. Neither the engine, nor any part installed have been
 - a. damaged during, or identified as the root cause of, a reportable incident or accident as defined by Annex 13 to the Chicago Convention, or
 - b. subjected to severe stress or heat (such as in a major engine failure, accident, or fire) or has been submersed in salt water,
 unless its airworthiness status was re-established by an approved maintenance organisation in accordance with the instructions of the type certificate holder and/or OEM of the part, and supported by an authorised airworthiness release certificate.
2. No part has been installed on the engine which was obtained from a military source or was previously fitted to a state aircraft as deemed by Article 3 of the Chicago Convention.

Authorised Airline Representative

Signature: _____

Name: _____

Position: _____

20. March 2020



Incident/Accident Clearance Statement

To Whom It May Concern:

Aircraft OE-IKG, details of which are specified below, has been managed by Celairion GmbH during the period from 02.10.2019 to the date shown above.

The aircraft has no valid Certificate of Airworthiness from Austria as of the date of this statement.

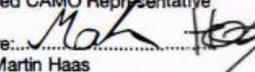
Configuration details as of date of this statement:

Description	Type/Part No.	Serial No.	TSN	CSN
MLG	D23589520-11	B144	48,199.75	37,265
Forestay	D23596000-2	B145	48,199.75	37,265
LH MLG	201582001-040	MDG4546	24,521.75	20,516
LH Side-Stay	201166013-025	AP1111	24,521.75	20,516
LH Ret. Act.	201590002-020	B2466	32,960.19	24,358
RH MLG	201582002-030	MDG4368	24,521.75	20,516
RH Side-Stay	201166014-025	B1726	24,521.75	20,516
RH Ret. Act.	201590002-020	B2425	33,095.19	24,283
Aircraft WV	WV 00 (MTOW: 64.000 kg/MLW: 61.000 kg/MZFW: 57.000 kg)			

I hereby certify that, to the best of my knowledge, during the period stated above:

1. Neither the aircraft, nor any part installed have been;
 1. damaged during, or identified as the root cause of, a reportable incident or accident as defined by Annex 13 to the Chicago Convention, or
 2. subjected to severe stress or heat (such as in a major engine failure, accident, or fire) or has been submersed in salt water,
 unless its airworthiness status was re-established by an approved maintenance organisation in accordance with the applicable airworthiness regulations and instructions of the type certificate holder and/or supplemental type certificate holder and/or OEM of the part, and supported by an authorised airworthiness release certificate.
2. No part has been installed on the aircraft which was obtained from a military source or was previously fitted to a state aircraft as deemed by Article 3 of the Chicago Convention.

Authorised CAMO Representative

Signature: 
 Name: Martin Haas
 Position: Continued Airworthiness Manager



Note: Please see also the Guidelines for understanding the Incident / Accident Clearance Statement (ICS) associated with this form.



The new 'ASA Statement Form'

1. Buyer's Purchase Reference #		3. ASA Statement Form		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 Certifier'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 Certifier'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 Certifier'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. <i>Incident Clearance Statement (check only one – this Statement is made, to the best of Certifier's knowledge)</i>					
A <input type="checkbox"/> 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="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 Certifier named above, that the information included in this form is true to the best of the Certifier's knowledge.					
26. Signature		27. Name		28. Identifier	29. Date
<i>NOTICE: This document makes no independent representation that the part is airworthy, or that it is acceptable for installation. These determinations are to be made by installer, based upon an inspection of the part and its related evidence.</i>					



Note that the Incident Clearance Statement is already built in

The Desired Best Practice:
The ICS/NIS “Chain of Custody”

Operator’s
ICS or NIS



Distributor A:
Issues their ICS
and/or NIS based on
the Operator’s
statement



Distributor B (YOU):
Issue your ICS
and/or NIS based
on the previous
statements

Your PO T&Cs requires the
ICS/NIS

ICS vs NIS: Some confusion has arisen because some companies have continued to call the new ICS, an NIS.

ROYBOY STRONGLY COUNSELS THAT YOUR PROCESSES AND PROCEDURES DISTINGUISH THE TWO



Typical NIS

“I hereby certify, to the best of my knowledge the above referenced part/s has not been obtained from any Government or military source and have not been immersed in salt water and/or subjected to extreme stress or heat as in major engine failure, accident, or fire.”

(ON COMPAN

Date

Incident/Accident

To Whom It May Concern:

Engine serial number [insert ESN], details of which are specified below, has been operated by [insert company name] during the period from [insert delivery date] to [insert redelivery date].

Configuration details as of date of this statement;

Description	Type/Part No.	Serial No.	TSN	CSN
Engine				

I hereby certify that, to the best of my knowledge, during the period stated above:

1. Neither the engine, nor any part installed have been
 - a. damaged during, or identified as the root cause of, a reportable incident or accident as defined by Annex 13 to the Chicago Convention, or
 - b. subjected to severe stress or heat (such as in a major engine failure, accident, or fire) or has been submersed in salt water,unless its airworthiness status was re-established by an approved maintenance organisation in accordance with the instructions of the type certificate holder and/or OEM of the part, and supported by an authorised airworthiness release certificate.
2. No part has been installed on the engine which was obtained from a military source or was previously fitted to a state aircraft as deemed by Article 3 of the Chicago Convention.

Authorised Airline Representative

Signature: _____

Name: _____

Position: _____



The new 'ASA Statement Form'

TAKE NOTE! The simplified and globally acceptable New Part statement vs the problematic statement on the 106.



1. Buyer's Purchase Reference #		3. ASA Statement Form		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)

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.

For New Article
 21. *New Article Certification's* know new, unused, an form is accurate

24. *Incident Cl*
 A none of th
 1. dama
 2. subje
 OR, if subject
 instructions ac
 B article(s) l
 condition unkr
 C 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 Certifier named above, that the information included in this form is true to the best of the Certifier'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.

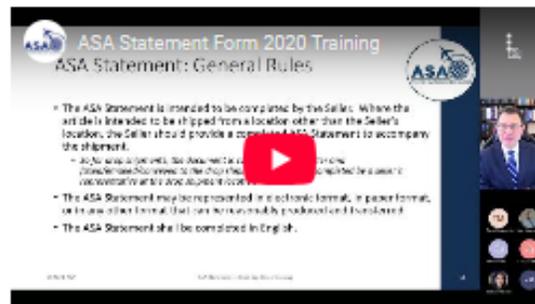


the ASA Statement or the instructions for the ASA Statement.

ASA Statement Form 2020 (instructions)



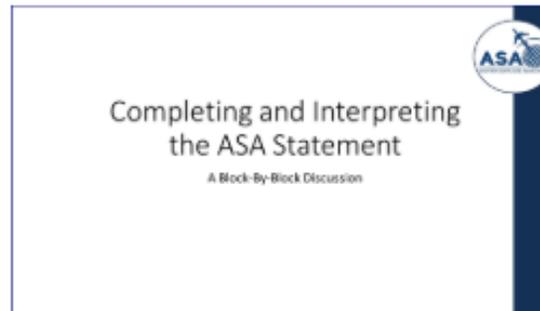
ASA Statement Form 2020 (Block by Block Training Video)



ASA Statement Form 2020 (form only)

1. Seller's Name		3. ASA Statement Form 2020		5. Seller's State	
2. Seller's Name		4. Seller's Name		6. Seller's Name	
7. Seller's Name	8. Seller's Name	9. Seller's Name		10. Seller's Name	
	11. Seller's Name	12. Seller's Name		13. Seller's Name	
	14. Seller's Name	15. Seller's Name		16. Seller's Name	
17. Seller's Name	18. Seller's Name	19. Seller's Name	20. Seller's Name	21. Seller's Name	22. Seller's Name
23. Seller's Name					
24. Seller's Name					
25. Seller's Name					
26. Seller's Name					
27. Seller's Name					
28. Seller's Name					
29. Seller's Name					
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ASA Statement Form 2020 (Presentation PDF)



Roy Resto is an experienced aviation industry professional having served in management positions with several firms, and is currently the Principal of AIM Consulting Solutions. Most recently he was Vice President of Technical Operations for Tracer Corp. and Messier-Bugatti-Tracer (Safran), 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

royresto@aol.com, cell and texting: 414-467-3063





**Thanks
everyone!**