



Sleuthing the Documentation and Parts Pictures: Can You Uncover the Errors?

Scenario Based Training

ISSUE 1: Airline and RR Technics did not issue an Incident/Accident Clearance Statement; they issued a Non-Incident Statement

MATERIAL CERTIFICATION FORM						
1. Part or Material Certification		2. Seller's Masthead		3. Certificate Ref. No. 121 # 68843A		
4. Organization SweetAir 664 Beck Street, Suite 918 Bronx, NY 10455				5A. Work Order/Contract/Invoice (Sender) 77716		
				5B. Work Order/Contract/Invoice (Buyer) 808991		
6. Item	7. Description	8. Mfg. And Part No.	9. Eligibility	10. Qty.	11. Serial/Batch No.	12. Status/Work
1 of 1	Transponder	622-2224-001	TBV	1	7473	Repairable
13. Remarks This part was not obtained from a government or military source, nor has been subject to severe stress or heat while in possession of SweetAir				13B. Obtained From SweetAir		
				13C. Last Cert. Agency N/A		
18. Used, Repaired or Surplus Parts Certification: The following signature attests that the documentation above or attached is accurate with regard to the item(s) described. Repaired parts conform and were inspected in accordance with the Code of Federal Regulations 14 and are approved for return to service.						
16. Name (typed or printed) Roy Resto, Inspector						17. Date 28/Sep/2025
Signature						

PART OR MATERIAL CERTIFICATION FORM ATA SPECIFICATION 106						
2. Seller's Name RR Technics			3. Reference # 37812			
4. Organization RR Technics			Phone #: 480-213-4848			
Address: 1234 West Kilburn Ave Phoenix, AZ 85018			FAX #: 480-213-4847			
			SITA/Wire Code: SLTRRT			
			Status: AS9120 Distributor			
5a. Seller's Contract # 37812			5b. Buyer's Contract # 10258			
6. Item	7. Description	8. Manufacturer & Part #	9. Eligibility	10. Qty	11. Serial / Batch #	12. Status
1 of 1	Transponder	622-2224-001	TBV by Installer	1	7473	OH
13a. Remarks This part 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)						
13b. Traced To: SweetAir, 121 Operator			13c. Last Certificated Agency Team Avionics			
14. New Parts / Material Verification. The following signature attests that the Part(s) or material(s) identified above was (were) manufactured by a FAA Production Approval Holder (PAH), or to an industry or commercial standard.			18. Used, Repaired or Overhauled Parts Verification. The following signature attests that the documentation specified above or attached is accurate with regard to the item(s) described.			
15. Signature			19. Signature			
16. Name		17. Date		20. Name Regina Hughes		21. Date 11 March 2026
<p>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.</p>						

ISSUE 1: Airline and RR Technics did not issue an Incident/Accident Clearance Statement; they issued a Non-Incident Statement



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There is a big difference between a legacy Non-Incident Statement (NIS) and the fairly-new Incident/Accident Clearance Statement (ICS). Read more here:

<https://www.aviationsuppliers.org/non-incident-accident-statement-nis-and-incident-accident-clearance-statements-ics>

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***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.



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NON INCIDENT/ACCIDENT STATEMENT (NIS) and INCIDENT/ACCIDENT CLEARANCE STATEMENTS (ICS)

What potentially, do all of the following have in common, which may occur in flight or while taxiing? A Pax dies of natural causes, lightning strikes, hale damage, bird strikes, FOD damage, hard landings, tail strikes, or bent metal caused by impacts with ground equipment or other

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ISSUE 1: Airline and RR Technics did not issue an Incident/Accident Clearance Statement; they issued a Non-Incident Statement



Date 26 September 2025

Incident/Accident Clearance Statement

To Whom It May Concern:

The Aircraft part(s) which are specified below, has been operated/owned by SweetAir.

Description	Type/Part No.	Serial No.	Condition	Qty
Transponder	622-2224-001	7473	Repairable	1

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

1. This part(s) has not 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 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. This part has not 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 Airline Representative

Signature: *Neal Armstrong*

Name: Neal Armstrong

Position: Inspector, Materials Management

Solution: IATA's Incident/Accident Clearance Statement from the Airline

ISSUE 1: Airline and RR Technics did not issue an Incident/Accident Clearance Statement; they issued a Non-Incident Statement

1. Buyer's Purchase Reference #: 10258		3. ASA Statement Form 2020		4. Seller's Name: RR Technics	
2. Buyer's Name: ValueFlite		5. Seller's Phone #: 480-213-4848		9. Seller's Reference: 37812	
History use at least one	11. Obtained From:		6. Seller's Email: Sales@RRT.Aero		10. Seller's Address: 1234 West Kilburn Ave Phoenix, AZ 85018
	12. Entity of Last Certification: Team Avionics		7. Seller's Website: RRT.aero		
	13. Traceable To: SweetAir		8. Seller's Other:		
14. Manufacturer: Collins	15. Part #: 622-2224-001	16. Description: Transponder	17. Quantity: 1	18. S/N or ID: 7473	19. Status: Overhauled
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 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 checked="" 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 checked="" 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		29. Date	
<i>Regina Hughes</i>		Regina Hughes		2026-03-11	
28. Identifier: N/A					
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 .					

Solution: The ASA Statement Form from the Distributor.

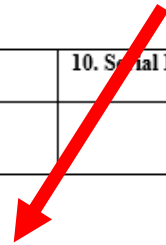
Note that it has built-in the Incident Clearance State

Voila! USE IT!



ISSUE 2: Indication of DER Repairs without prior approval

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: TEAM AVIONICS 1234 West Kilburn Ave Phoenix, AZ, 85018				5. Work Order/Contract/Invoice Number: 9701		
6. Item: 1 of 1	7. Description: Transponder	8. Part Number: 622-2224-001	9. Quantity: 1	10. Serial Number: 7478	11. Status/Work: Overhauled	
12. Remarks: Part was Overhauled in accordance with CMM 34-38-01 revision 16 dated 12 October 2015, and RS-TA-2023-014 Rev 0, detailed in attached Tear-Down Report Certifies that the work specified in block 11/12 was carried out in accordance with EASA Part-145 and in respect to that work the component is considered ready for release to service under EASA Part-145 Approval Number EASA .145.6843						
				14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" 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): 28/Nov/2025
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.						



Next page
for
discussion

ISSUE 2: Indication of DER Repairs without prior approval

Many customers or perhaps yourselves, have statements on the PO such as “No DER repairs or PMA parts without prior approval..”

NOTE: *Full disclosure*, Royboy is a big fan of both DER repairs and PMA replacement parts. You are greatly encouraged to read this article for more information.

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*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 Directors.

Directors.



About Roy Resto

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AIRLINES: Now Is The Time To Choose Lessors Who Accommodate PMA And DER Repairs

<https://www.aviationsuppliers.org/airlines-now-is-the-time-to-choose-lessors-who-accommodate-pma-and-der-repairs>

<h1>TEAM AVIONICS</h1>			
FAA Repair Station 9PCM101J			
Tear-Down Report			
Customer:	RR Technics		
Customer PO/RO:	9701	Received PN:	622-2224-001
Date Received:	20 October 2025	S/N:	7478
RRT Work Order:	4343	Work Performed:	Overhauled
Removal Reason:	Not reported		
PRELIMINARY INSPECTION: <u>Connector shows signs of corrosion, R/T fault ball is set.</u>			
1) ATE Test:	<u>Failed 01388</u>		
2) Continuity Test:	<u>PASSED</u>		
3) RF OUT Test:	<u>ADJUSTED, PASSED</u>		
4) Final Test:	<u>PASSED</u>		
TECHNICIAN:	<u>Roy Resto</u>		
Work Performed:	<u>Replaced PS Transistors and connector, aligned Transmitter</u>		
Parts Replaced:	2 PN 2N2222 Transistors	Control 6789	
	1 Connector PN BACC12345RR77	Control 4567	
	1 Bracket PN RR622-1338-001	Control 6821	
RETURN TO SERVICE: Part was Overhauled in accordance with CMM 34-38-01 revision 16 dated 12 October 2015 and RS-TA-2023-014 Rev 0, and returned to service on 8130-3 FTN 4343			
INSP: Joel Fream / <u>JF</u>		DATE: 28 November 2025	

ISSUE 2: Indication of DER Repairs without prior approval

The problem with such DER restrictions is that many customers with the restriction are unable to detect when DER Repairs have been applied.

It would be wonderful and easy to detect if MROs had clear and unambiguous entries on the Airworthiness Approval Tags such as:

“Repaired in accordance with DER-approved Repair Specification RS-1234 Rev B, dated 05/12/2024. “

This is not the case in many citations on Tags and Tear Down reports.

So... what might be indicators of DER Repairs?

TEAM AVIONICS		
FAA Repair Station 9PCM101J		
Tear-Down Report		
Customer:	RR Technics	
Customer PO/RO:	9701	Received PN: 622-2224-001
Date Received:	20 October 2025	S/N: 7478
RRT Work Order:	4343	Work Performed: Overhauled
Removal Reason:	Not reported	
PRELIMINARY INSPECTION: Connector shows signs of corrosion, R/T fault ball is set.		
1) ATE Test:	Failed 01388	
2) Continuity Test:	PASSED	
3) RF OUT Test:	ADJUSTED, PASSED	
4) Final Test:	PASSED	
TECHNICIAN:	<i>Ray Rust</i>	
Work Performed:	Replaced PS Transistors and connector, aligned Transmitter	
Parts Replaced:	2 PN 2N2222 Transistors	Control 6789
	1 Connector PN BACC12345RR77	Control 4567
	1 Bracket PN RR622-1338-001	Control 6821
RETURN TO SERVICE: Part was Overhauled in accordance with CMM 34-38-01 revision 16 dated 12 October 2015 and RS-TA-2023-014 Rev 0, and returned to service on 8130-3 FTN 4343		
INSP: Joel Fream / <i>J.F.</i>		DATE: 28 November 2025

ISSUE 2: Indication of DER Repairs without prior approval

Possible indications of DER Repair activity:

- **Two or more documents listed as the manuals used to process the MRO action. For example, in the 8130-3 and Tear Down report in this exercise it states:**

“Part was Overhauled in accordance with CMM 34-38-01 revision 16 dated 12 October 2015, and RS-TA-2023-014 Rev 0”

One

Two

Discussion:

- The mere presence of two or more document citations does not automatically mean a DER Repair has been performed.
- Fortunately, many DER's number their documents to include “RS” for Repair Specification. If seen, it would be reasonable to assume it's a DER repair.
- **The FAA does not mandate that DER Repair Specifications be numbered in a specific pattern, so you may see it cited but have no way to positively attribute it to a DER Repair unless you ask the Repair Station**

ISSUE 2: Indication of DER Repairs without prior approval



For Canada’s version of DER repairs, they do call for a standardized citation on their Form 1 which may look like this:

“Repaired Slat Track in accordance with repair drawing RD: JVM-008-WSTA-2023 Rev NC and TCCA RDA: Q-RA-23-024/D Issue 1”



This is easy to identify

ISSUE 3: Missing trace from SweetAir to RR Technics

Among the documents provided, there is no reasonable indication of trace from SweetAir to RR Technics.

Possible, acceptable trace documents could have included:

- SweetAir Invoice to RR Technics.
- SweetAir Packing List to RR Technics.

MATERIAL CERTIFICATION FORM						
1. Part or Material Certification		2. Seller's Masthead 		3. Certificate Ref. No. 121 # 68843A		
4. Organization SweetAir 664 Beck Street, Suite 918 Bronx, NY 10455				5A. Work Order/Contract/Invoice (Sender) 77716		5B. Work Order/Contract/Invoice (Buyer) 808991
6. Item		7. Description		8. Mfg. And Part No.		
1 of 1		Transponder		622-2224-001		
				9. Eligibility		
				TBV		
				10. Qty.		
				1		
				11. Serial/Batch No.		
				7473		
				12. Status/Work		
				Repairable		
13A. Remarks This part was not obtained from a government or military source, nor has been subject to severe stress or heat while in possession of SweetAir				13B. Obtained From SweetAir		
				13C. Last Cert. Agency N/A		
18. Used, Repaired or Surplus Parts Certification: The following signature attests that the documentation above or attached is accurate with regard to the item(s) described. Repaired parts conform and were inspected in accordance with the Code of Federal Regulations 14 and are approved for return to service.				16. Name (typed or printed) Roy Resto, Inspector		
				16. Signature 		
				17. Date 28/Sep/2025		



ART OR MATERIAL CERTIFICATION FORM							ATA SPECIFICATION 106	
2. Seller's Name RR Technics			3. Reference # 37812					
4. Organization RR Technics			Phone #: 480-213-4848		Address: 1234 West Kilburn Ave Phoenix, AZ 85018			
			FAX #: 480-213-4847		SITA/Wire Code: SLTRRT			
			Status: AS9120 Distributor					
5a. Seller's Contract # 37812			5b. Buyer's Contract # 10258					
6. Item	7. Description	8. Manufacturer & Part #	9. Eligibility	10. Qty	11. Serial / Batch #	12. Status		
1 of 1	Transponder	622-2224-001	TBV by Installer	1	7473	OH		
13a. Remarks This part 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)								
13b. Traced To: SweetAir, 121 Operator			13c. Last Certificated Agency Team Avionics					
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 11 March 2026		
<p>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.</p>								

ISSUE 4: Tape over Connectors

From the [ASA's ESD Best Practice Revision 3](#):

E. If you do not have any ESD caps, do not use ESD tape to cover the connector.

From the ASA-100 paragraph 11.B.2):

WARNING

TAPE SHALL NOT BE USED TO COVER ELECTRICAL CONNECTIONS OR FLUID FITTINGS/OPENINGS. ADHESIVE RESIDUE CAN INSULATE ELECTRICAL CONNECTIONS AND CONTAMINATE HYDRAULIC OR FUEL UNITS.



ISSUE 4: Tape over Connectors

From the [AFRA's ESD Best Practice Revision 0](#):

ESD BEST PRACTICE

Also, if you do not have the proper ESD cap, do not use ESD tape to cover the connector.

From the ASA-100 paragraph 11.B.2):

WARNING

TAPE SHALL NOT BE USED TO COVER ELECTRICAL CONNECTIONS OR FLUID FITTINGS/OPENINGS. ADHESIVE RESIDUE CAN INSULATE ELECTRICAL CONNECTIONS AND CONTAMINATE HYDRAULIC OR FUEL UNITS.



ISSUE 5: Not a UK CAA Dual Release

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: TEAM AVIONICS 1234 West Kilburn Ave Phoenix, AZ, 85018				5. Work Order/Contract/Invoice Number: 9701		
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
1 of 1	Transponder	622-2224-001	1	7478	Overhauled	
12. Remarks: Part was Overhauled in accordance with CMM 34-38-01 revision 16 dated 12 October 2015, and RS-TA-2023-014 Rev 0, detailed in attached Tear-Down Report Certifies that the work specified in block 11/12 was carried out in accordance with EASA Part-145 and in respect to that work the component is considered ready for release to service under EASA Part-145 Approval Number EASA .145.6843						
			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" 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): 28/Nov/2025	
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.						



This is a Dual Release, *but is not* the requested UK CAA Dual Release

This is a Dual Release with the UK CAA Statement

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: TEAM AVIONICS 1234 West Kilburn Ave Phoenix, AZ, 85018				5. Work Order/Contract/Invoice Number: 9701	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1 of 1	Transponder	622-2224-001	1	7478	Overhauled
12. Remarks: Part was Overhauled in accordance with CMM 34-38-01 revision 16 dated 12 October 2015, and RS-TA-2023-014 Rev 0, detailed in attached Tear-Down Report					
<p style="color: red;">Certifies that the work specified in block 11/12 was carried out in accordance with (UK) Part-145 and in respect to that work the component is considered ready for release to service under (UK) Part-145 Approval Number: UK 145.50699</p>					
			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" 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): 28/Nov/2025	
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.					

ISSUE 6: Wrong Serial Number on 8130-3 and Tear Down Report

TEAM AVIONICS

FAA Repair Station 9PCM101J

Tear-Down Report

Customer: RR Technics
 Customer PO/RO: 9701 Received PN: 622-2224-001
 Date Received: 20 October 2025 S/N: 7478
 RRT Work Order: 4343 Work Performed: Overhauled
 Removal Reason: Not reported

PRELIMINARY INSPECTION: Connector shows signs of corrosion, R/T fault ball is set.

1) ATE Test: Failed 01388
 2) Continuity Test: PASSED
 3) RF OUT Test: ADJUSTED, PASSED
 4) Final Test: PASSED

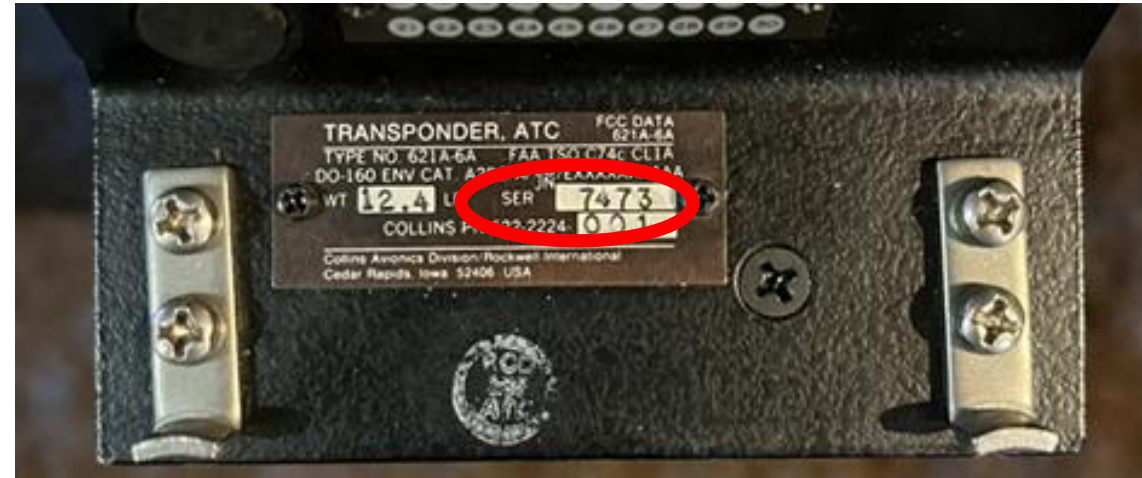
TECHNICIAN: *Ray Pate*

Work Performed: Replaced PS Transistors and connector, aligned Transmitter

Parts Replaced: 2 PN 2N2222 Transistors Control 6789
 1 Connector PN BACC12345RR77 Control 4567
 1 Bracket PN RR622-1338-001 Control 6821

RETURN TO SERVICE: Part was Overhauled in accordance with CMM 34-38-01 revision 16 dated 12 October 2015 and RS-TA-2023-014 Rev 0, and returned to service on 8130-3 FTN 4343

INSP: Joel Fream / *JF* DATE: 28 November 2025



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: TEAM AVIONICS 1234 West Kilburn Ave Phoenix, AZ, 85018				5. Work Order/Contract/Invoice Number: 9701		
6. Item: 1 of 1	7. Description: Transponder	8. Part Number: 622-2224-001	9. Quantity: 1	10. Serial Number: 7478	11. Status/Work: Overhauled	
12. Remarks: Part was Overhauled in accordance with CMM 34-38-01 revision 16 dated 12 October 2015, and RS-TA-2023-014 Rev 0, detailed in attached Tear-Down Report Certifies that the work specified in block 11/12 was carried out in accordance with EASA Part-145 and in respect to that work the component is considered ready for release to service under EASA Part-145 Approval Number EASA.145.6843						
				14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" 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): 28/Nov/2025
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.						

ISSUE 7: **EXTRA CREDIT:** Possible PMA Part listed on Tear-down report; PN RR622-1338-001 without prior approval

TEAM AVIONICS

FAA Repair Station 9PCM101J

Tear-Down Report

Customer: RR Technics
Customer PO/RO: 9701 Received PN: 622-2224-001
Date Received: 20 October 2025 S/N: 7478
RRT Work Order: 4343 Work Performed: Overhauled
Removal Reason: Not reported

PRELIMINARY INSPECTION: Connector shows signs of corrosion, R/T fault ball is set.

1) ATE Test: Failed 01388
2) Continuity Test: PASSED
3) RF OUT Test: ADJUSTED, PASSED
4) Final Test: PASSED
TECHNICIAN: Ray Pate

Work Performed: Replaced PS Transistors and connector, aligned Transmitter
Parts Replaced: 2 PN 2N2222 Transistors Control 6789
1 Control 6821
1 Bracket PN RR622-1338-001 Control 6821

RETURN TO SERVICE: Part was Overhauled in accordance with CMM 34-38-01 revision 16 dated 12 October 2015 and RS-TA-2023-014 Rev 0, and returned to service on 8130-3 FTN 4343

INSP: Joel Fream / JS

DATE: 28 November 2025

Could this be a possible PMA PN?

Most persons familiar with Collins Part Numbers would likely assume that 622-1338-001 is a Collins PN, and this unit itself is a Collins Rotable. Could the “RR” in front of the PN **possibly** indication a PMA?

For your information:

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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THE VALUE OF TEAR-DOWN REPORTS

Some documents, as Rodney Dangerfield might say, "...get no respect." That is of course, until the mud hits the fan. So it is with the supposedly lowly tear-down report. Day in and day out we routinely check for the presence of these documents, checkoff a box on our receiving checklist, then add them to the scan/file pile. Done. There are situations however, when those reports are going to demand a lot of attention, which is the focus of this blog.

Tear-down reports may go by many names such as 'Work Shop Reports', 'Shop Findings', and

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<https://www.aviationsuppliers.org/the-value-of-tear-down-reports>

Receiving Discrepancies Log

P/N 622-2224-001

PO 10258

Discrepancies

1 - Airline and RR Technics did not issue an Incident/Accident Clearance Statement; they issued a Non Incident Statement.

2 - Indication of DER Repairs without prior approval

3 - Missing trace from SweetAir to RR Technics

4 - Tape over connector

5 - Not a UK CAA Dual Release

6 - Wrong SN on 8130-3 and Tear-Down Report

7 - EXTRA CREDIT: Possible PMA Part listed on Tear-down report; PN RR622-1338-001 without prior approval

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

