



Documentation

Approved Parts, Regulations and Documentation

Aviation Suppliers Association

October 12, 2026



Summary

- FAA defines “approved”
- Producers may state that approved parts are suitable for installation in type certificated aircraft
- FAA has seven different categories of acceptable parts
- We will examine the seven categories
- We will examine typical documentation
- *Time permitting, we will also discuss some features of commercial documentation*



FAA Definition of “Approved”

- *FAA: Approved* means:
 - Approved by the FAA or
 - Approved by any person to whom the FAA has delegated its authority in the matter concerned, or
 - Approved under the provisions of a bilateral agreement between the United States and a foreign country or jurisdiction



What are Approved Parts Under the FAA System?

- Generally, this means that the part has been produced under government approval:
 - Design Approval
 - Applicant demonstrates to the government that the design meets all government requirements including airworthiness requirements
 - Production Approval
 - Applicant demonstrates to the government that the production quality assurance system will effectively produce products and/or parts that meet the requirements of the approved design



Airworthiness v. Approved

- Airworthiness generally means:
 - Conforms to the airworthiness conditions of the aviation-authority (e.g. FAA) approved configuration and
 - Is in a condition for safe operation
 - An airworthy part can become un-airworthy through damage or degradation
- Aviation Authorities approve design and production systems for aircraft articles
 - An approved part can become un-airworthy through damage or degradation ... but it is usually still “approved”



When Does the Approved Parts Standard Apply?

- First, it applies to production
- Regulated “aircraft parts” are those “reasonably likely to be installed on a type-certificated product”
- A person may not *produce* an “aircraft part” unless it meets certain regulatory standards

Approved Parts: FAA Regulatory Standards

- 14 C.F.R. § 21.9 (a) If a person knows, or should know, that a replacement or modification article is reasonably likely to be installed on a type-certificated product, the person may not produce that article unless it is—

- (1) Produced under a type certificate;
- (2) Produced under an FAA production approval;
- (3) A standard part (such as a nut or bolt) manufactured in compliance with an industry specification;
- (4) A commercial part as defined in §21.1 of this part;
- (5) Produced by an owner or operator for maintaining or altering that owner's or operator's aircraft;
- (6) Fabricated by an appropriately rated certificate holder with a quality system approved by the FAA for the production or alteration of a product or article in accordance with part 43 of this chapter; or
- (7) Produced in any other manner approved by the FAA.

A limited authority to support new type certificates – only for the first six months

If the quality system is changed during this period, then parts may need to be recalled if they that do not conform to the final quality system parameters (e.g. if an inspection was added after release of the part)



Approved Parts: FAA Regulatory Standards

- 14 C.F.R. § 21.9 (a) If a person knows, or should know, that a replacement or modification article is reasonably likely to be installed on a type-certificated product, the person may not produce that article unless it is—
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 - (3) A standard part (such as a nut or bolt) manufactured in compliance with a government or established industry specification;
 - (4) A commercial part as defined in §21.1 of this part;
 - (5) Produced by an owner or operator for maintaining or altering that owner or operator's product; or
 - (6) Fabricated by an appropriately rated certificate holder with a quality system, and consumed in the repair or alteration of a product or article in accordance with part 43 of this chapter; or
 - (7) Produced in any other manner approved by the FAA.

PC, PMA or TSOA



Approved Parts: Representations

(Limits on the Documentation)

- 14 C.F.R. § 21.9(b) Except as provided in paragraphs (a)(1) through (a)(2) of this section, a person who produces a replacement or modification article for sale may not represent that part as suitable for installation on a type-certificated product.
-

(a) (1) Produced under a type certificate;

(a) (2) Produced under an FAA production approval;

It is normal to represent these sorts of parts as suitable for installation on a type-certificated product



“Not Approved” Can Mean “Unapproved Parts”

- FAA issues Unapproved Parts Notices (UPNs) to warn industry of parts identified as “unapproved” [not subject to FAA approval]
- <https://www.faa.gov/aircraft/safety/programs/sups/upn>

2026 Examples

- October 9: Aerotect Paint Protection manufactured protective radome boots without FAA-PMA
 - [2026-AAE-EHL-20260203-279](#)
- September 3: Dave Shipley, produced Seat Cam p/n 1414230-2 for Cessna 182
 - [2026-AAE-EHL-20251223-945](#)

Unapproved Parts

- Part that are not eligible for installation on a type-certificated product

Typically, they are parts outside of the scope of 14 C.F.R. § 21.9

- One way to recognize approved parts is by their documentation

1. Approving Competent Authority / Country		2. AUTHORISED RELEASE CERTIFICATE EASA FORM 1		
4. Organisation Name and Address:				
6. Item	7. Description	8. Part No.	9. Qty.	10. S
12. Remarks				
13a. Certifies that the items identified above were manufactured in conformity to:		14a. ☐ Part-145.A.50 Release		
☐ approved design data and are in a condition for safe operation		Certifies that unless otherwise described in block 12, respect to that work the it		
☐ non-approved design data specified in block 12				
13b. Authorised Signature	13c. Approval/Authorisation Number	14b. Authorised Signature		
13d. Name	13e. Date (dd mmm yyyy)	14d. Name		

USER/INSTALLER RESPONSIBILITIES
 This certificate does not automatically constitute authority to install the item(s).
 Where the user/installer performs work in accordance with 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 items 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.

EASA Form 1-21 Issue 2.

1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number:	
4. Organization Name and Address:					5. Work Order/Contract/Invoice Number:	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
12. Remarks:						
13a. Certifies the items identified above were manufactured in conformity to:				14a. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12		
☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data 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.		
13b. Authorized Signature:		13c. Approval/Authorization No.:		14b. Authorized Signature:		14c. Approval/Certificate No.:
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14d. Name (Typed or Printed):		14e. Date (dd/mm/yyyy):
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.						

FAA Form 8130-3 (02-14)

NSN: 0052-00-012-9005



FAA-Approved Parts Documentation

1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number:	
4. Organization Name and Address:					5. Work Order/Contract/Invoice Number:	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
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13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14d. Name (Typed or Printed):		14e. Date (dd/mm/yyyy):
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FAA Form 8130-3 (02-14)

NSN: 0052-00-012-9005

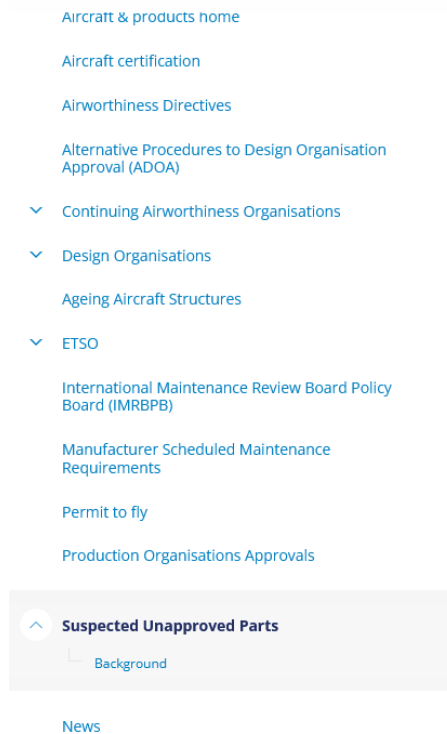
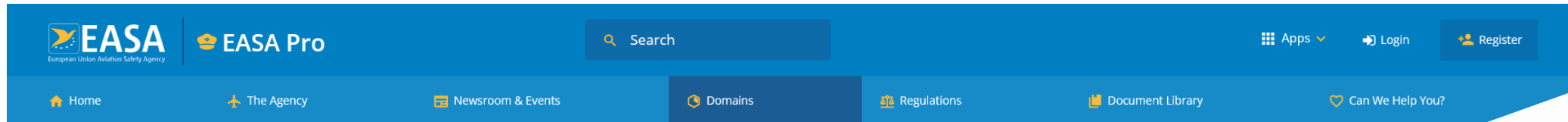
- Production approval holders may obtain 8130-3 for their new, airworthy aircraft parts from the FAA
 - DAR-F, DMIR, ODA
- Production approval holders may issue 8130-3 for their new, airworthy aircraft parts
 - 14 C.F.R. § 21.137(o)
 - Must have an acceptable system
- **8130-3 tags for new parts are strongly encouraged by the FAA**



8130-3 Tags - Sources

- Because the 8130-3 Tag is technically “optional” it doesn’t *always* exist for every part
 - Even though “optional,” the documentation is viewed as valuable (and normal)
- Distributors frequently obtain 8130-3 tags from the FAA
 - FAA operates through its designees, so actual FAA signatories tend to be DARs
- Manufacturers have been increasingly issuing 8130-3 tags themselves
 - Historically this was done through DMIRs, DARs or ODAs
 - Current *trend* is to rely on the FAA production approval authority (14 C.F.R. § 21.137(o))
 - These can be thought of as “birth records”

AOG Technics – A Reason to Pay Attention to Documentation ...



Aircraft Parts Distributed by AOG Technics

Publication Date: 04/08/2023 | Date Reported to EASA: 04/08/2023 | EASA reference: OC-EASA-2023004901 | Case type: SUP cases report

Suspected Unapproved Parts Details

Product: CFM56 Engine
Part name: Multiple
Part Number: Multiple
Serial Number: Multiple

This EASA Suspected Unapproved parts (SUP) notification is issued to alert own distributors of suspected unapproved parts distributed by AOG Technics, (Nova, United Kingdom).

Occurrence reports have been submitted to the European Union Aviation Safety Agency engine parts distributed by AOG Technics have been supplied with a falsified Authorisation Certificate. In each confirmed example, the approved organisation, identified on the ARC, has attested that the parts did not originate from within their organisation, and the certificate has been falsified.

**UNAPPROVED PARTS
NOTIFICATION**
Aircraft Certification Service

No.: 2023- AAE-EHL-20230801-713
Date: 9/21/2023
<http://www.faa.gov/aircraft/safety/programs/sups/upn>

AFFECTED PRODUCTS
General Electric Company (GE) bushing part number 1856M94P01 sold by AOG Technics LTD to TAP Maintenance & Engineering.





Issues Identified in AOG Technics Documentation

- Some documentation was identified as altered versions of 8130-3 and EASA Form 1
 - Form tracking, work order, and other identifying numbers were changed
 - Source ESNs were changed
 - Dates were changed
 - Quantities were changed
- All of this appears to have been intended to make the misleading forms more difficult to track
 - Careful review of documentation can help keep the aviation system safer



Check the Documentation When You Receive It

1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number:	
4. Organization Name and Address:					5. Work Order/Contract/Invoice Number:	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
12. Remarks:						
13a. Certifies the items identified above were manufactured in conformity to: ☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12. 14a. ☐ 14 CFR 43.9 Return to Service ☐ 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.						
13b. Authorized Signature:		13c. Approval/Authorization No.:		14b. Authorized Signature:		14c. Approval/Certificate No.:
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14d. Name (Typed or Printed):		14e. Date (dd/mm/yyyy):
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.						

FAA Form 8130-3 (02-14)

NSN: 0052-00-012-9005

- Correlate the form to your purchase order
- Make sure the authority in block 1 is acceptable
- Make sure the form meets your purchase order expectations
- Make sure blocks 7-11 match the part that you receive
- Make sure the signature block reflects your expectations



Is it Signed by an FAA Designee?

1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number:	
4. Organization Name and Address:					5. Work Order/Contract/Invoice Number:	
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13b. Authorized Signature:		13c. Approval/Authorization No.: DARF, DART, DMIR		14b. Authorized Signature:		14c. Approval/Certificate No.:
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14d. Name (Typed or Printed):		14e. Date (dd/mm/yyyy):
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- If it is signed by an individual designee, then you can check the name against the FAA's current designee lists:
- <https://designee.faa.gov/designeeLocator>
- NOTE: this may fail to identify a past signature if that person is no longer a designee
- NOTE: this will not identify ODA signatories



<https://designee.faa.gov/designeeLocator>

 **Federal Aviation Administration** Designee Management System Home Page

Designee Locator Search

Search

Designee Types: *

Designee Name ↑↓	Address ↑↓	Phone / Email ↑↓	Function(s) Authorized	Office Name ↑↓
Designee	Address	Phone/Email		Office

No records found. Consider a different search option or widen your search area.



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FAA Help Desk
helpdesk@faa.gov
1-844-FAA-MyIT ((844) 322-6948)

Version 6.11



Look at Block 13c to Identify the Designee Type (DAR-F, DAR-T, DMIR)

 Federal Aviation Administration Designee Management System Home Page

Designee Locator Search

Search

Designee Types: * DAR-F

Select Search Criteria

Select one of the options: * ☐ Location Search ☒ Designee Search

First Name:

Last Name:

Search Cancel

Designee Name ↑↓	Address ↑↓	Phone / Email ↑↓	Function(s) Authorized	Office Name ↑↓

No records found. Consider a different search option or widen your search area.

<< < > >> 10

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Choose “Designee Search” and Type in the Name of the Designee

 Federal Aviation Administration Designee Management System Home Page

Designee Locator Search

Search

Designee Types: * DAR-F

Select Search Criteria

Select one of the options: * ☐ Location Search ☒ Designee Search

First Name:

Last Name:

Search Cancel

Designee Name ↑↓	Address ↑↓	Phone / Email ↑↓	Function(s) Authorized	Office Name ↑↓
Designee	Address	Phone/Email		Office
Jay Rosenberg	9800 Premier Parkway, Miamar, FL, 33025	(954) 364-0085, opsdir@unitedaerospace.com	4,3,2,1	Orlando CMS

Showing 1 to 1 of 1 designees << < 1 > >> 10

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Version 6.11



Checking on Designees is not a Perfect System

- The FAA used to publish DAR directories, which allowed you to cross reference the signature date against relevant directory, but these are no longer available
- Retired designees are no longer shown, so if you have an older tag then you may not be able to find a DAR who was authorized at the time
- There is no public database of ODA authorized representatives
- There is no public database of PAH authorized representatives



Remember: This Same Form is Used for Maintenance and Alteration

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4. Organization Name and Address:					5. Work Order/Contract/Invoice Number:	
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FAA Form 8130-3 (02-14)

NSN: 0052-00-012-9005

- Correlate the form to your repair order or purchase order
- Make sure the authority in block 1 and block 12 is acceptable
- Make sure blocks 7-11 match the part that you receive
- Make sure blocks 11-12 describe the work as you expect it
- Make sure the signature block reflects your expectations



Acceptable Parts: Going Back to the FAA Regulatory Standards ...

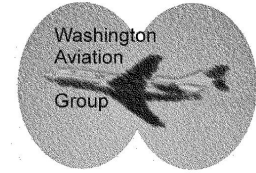
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 - (4) A commercial part as defined in §21.1 of this part;
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Standard Parts

- Manufactured to
 - U.S. Government Standard (e.g. mil spec), or
 - Industry Standard
 - Industry standard-setting body
 - Published / available to the public
 - Proprietary standards generally excluded
- Different from EASA definition
 - EASA accepts manufacturer's standards published in the type design
 - E.g. Airbus proprietary standards are acceptable under the EASA system
 - But Airbus proprietary standards must have an EASA Form 1 in the US system

Standard Parts and Certificate of Conformance

- Standard parts are typically reflected on a certificate of conformance or C of C
- The C of C traditionally verifies that the part *meets the standard* to which it was produced
 - Check the standard!!!
 - It could be a customer-specified standard, in which case it may not be “standard” under FAA definitions
- The original C of C is typically issued by the manufacturer, but in some cases may be issued by a distributor that *confirmed* technical compliance



CERTIFICATE OF CONFORMITY

Based upon testing and confirmation, we, the undersigned manufacturer

Company	Washington Aviation Group
Street	2233 Wisconsin Avenue, NW
City/State/Zip	Washington, DC 20007
Telephone	+1 (202) 628-6777
Email	info@washingtonaviation.com

Certify and declare that the following product:

One hundred cadmium-plated bolts (p/n WAS56-1002)

Has been assessed and tested and found to conform to each of the following standards:

ASTM A193
 ASTM B766
 Mil-Spec QQ-P-416F


 George Washington, President
 Washington Aviation Group, PC
 Date: December 14, 1799

Note the Standard Parts Difference

- United States FAA does not consider proprietary standards to be “standard” because they are not published for anyone to produce
- European Union EU can approve a proprietary standard in the context of a design approval
 - Recognized as a standard in EU for installation in EU-registered aircraft
 - NOT a standard in USA for installation in N-registered aircraft
 - Airbus will typically take such ‘proprietary standard parts’ and run them through the POA system when exporting to the US (so they get an EASA Form 1)



Approved Parts: FAA Regulatory Standards

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 - (7) Produced in any other manner approved by the FAA.

Parts shown to be non-safety sensitive by the design approval holder, and available from a commercial source



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FAA Interpretation of Owner-Produced Parts

- Owner-operator of the aircraft on which the parts will be installed must be involved in at least one of the following:
 - Design of the parts (e.g. designs come from the air carrier's engineering department), or
 - Quality of the parts (e.g. someone else designs the part but the air carrier designs and controls the in-process and final tests and inspections)
- ***These parts are typically NOT offered for separate sale for installation in a type certificated product***



The Safety “Hook” for Owner-Produced Parts

- Because the owner-operator of the aircraft is the one responsible for design and/or quality, the owner-operator has access to the compliance/safety data
 - This makes the *technical* information known about the part different from that of a part that was purchased from a third party
- At the time of installation, the installer is responsible for ensuring airworthiness of the installation [14 C.F.R. § 43.13(b)]
- At the time of operation, the owner-operator of the aircraft is responsible for airworthiness of the aircraft [14 C.F.R. § 91.7(a)]



Acceptable Parts: FAA Regulatory Standards

- 14 C.F.R. § 21.9 (a) If a person knows, or should know, that a replacement or modification article is reasonably likely to be installed on a type-certificated product, the person may not produce that article unless it is—
 - (1) Produced under a type certificate;
 - (2) Produced under an FAA production approval;
 - (3) A standard part (such as a nut or bolt) manufactured in compliance with a government or established industry specification;
 - (4) A commercial part as defined in §21.1 of this part;
 - (5) Produced by an owner or operator for maintaining or altering that owner or operator's product; or
 - (6) Fabricated by an appropriately rated certificate holder with a quality system, and consumed in the repair or alteration of a product or article in accordance with part 43 of this chapter; or
 - (7) Produced in any other manner approved by the FAA.



FAA Maintenance-Produced Parts

- Parts produced to be consumed during a maintenance or alteration activity
 - ***These parts are typically NOT offered for separate sale for installation in a type certificated product***
- FAA AC 43-18 recommends practices:
 - Have a fabrication inspection system to ensure quality
 - Mark parts to indicate their source
 - Issue maintenance instructions if the maintenance system changes
- FAA 14 C.F.R. 21.9 required the fabricator to produce the parts under a quality system
 - Codifying the AC 43-18 recommendation



Acceptable Parts: FAA Regulatory Standards

- 14 C.F.R. § 21.9 (a) If a person knows, or should know, that a replacement or modification article is reasonably likely to be installed on a type-certificated product, the person may not produce that article unless it is—
 - (1) Produced under a type certificate;
 - (2) Produced under an FAA production approval;
 - (3) A standard part (such as a nut or bolt) manufactured in compliance with a government or established industry specification;
 - (4) A commercial part as defined in §21.1 of this part;
 - (5) Produced by an owner or operator for maintaining or altering that owner or operator's product; or
 - (6) Fabricated by an appropriately rated certificate holder with a quality system, and consumed in the repair or alteration of a product or article in accordance with part 43 of this chapter; or
 - (7) Produced in any other manner approved by the FAA.



Parts Accepted under a Bilateral Agreement are Called “Approved”

- Bilateral Airworthiness Safety Agreements (BASA)
- US treats as “approved” all parts produced under non-US approval, but accepted under a BASA
 - The documentation is a record that demonstrates the finding of airworthiness
- For example, under the US-EU bilateral agreement and the Technical Implementation Procedures, the United States accepts approved parts from the EU as “approved” when accompanied by an EASA Form 1



EASA Requires the EASA Form 1 for New, Approved Parts

Regulation (EU) No 69/2014

1. Approving Competent Authority / Country		2. AUTHORISED RELEASE CERTIFICATE EASA FORM 1			3. Form Tracking Number
4. Organisation Name and Address:					5. Work Order/Contract/Invoice
6. Item	7. Description	8. Part No.	9. Qty.	10. Serial No.	11. Status/Work
12. Remarks					
13a. Certifies that the items identified above were manufactured in conformity to: ☐ approved design data and are in a condition for safe operation ☐ non-approved design data specified in block 12		14a ☐ Part-145.A.50 Release to Service ☐ 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 Part-145 and in respect to that work the items are considered ready for release to service.			
13b. Authorised Signature	13c. Approval/Authorisation Number	14b. Authorised Signature	14c. Certificate/Approval Ref. No.		
13d. Name	13e. Date (dd mmm yyyy)	14d. Name	14e. Date (dd mmm yyyy)		
USER/INSTALLER RESPONSIBILITIES This certificate does not automatically constitute authority to install the item(s). Where the user/installer performs work in accordance with regulations of an airworthiness authority different than the airworthiness authority specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts items from the airworthiness authority 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.					

- Production Organization Approval holders must issue EASA Form 1 for their new, airworthy aircraft parts
 - EASA 21.A.163(c), 21.A.165(c)
- This is required under EU law
- *The tag is also a US import condition if you want the FAA to treat it as an airworthy part*
 - 14 C.F.R. § 21.502(c)

EASA Form 1-21 Issue 2. Presentation is Property of ASA;

Presentation Use Permitted for ASA

Member Internal Use Only

Approved Parts, Regulations, and Documentation



Why Is Documentation Meaningful?



Parts Installation is Regulated by the FAA under the Maintenance Rules

Maintenance means inspection, overhaul, repair, preservation, and the replacement of parts, but excludes preventative maintenance

14 C.F.R. § 1.1



Parts Installation

Installation of a part is a type of
Maintenance, which must be subject to the
FAA rules that apply to maintenance (e.g. Part 43)



Airworthiness Documentation in the US: Relevant During Maintenance

- During maintenance activities, the installer has an obligation to ensure that the work is performed in such a manner and using materials of such a quality ...
 - that the condition of the aircraft, airframe, aircraft engine, propeller, or appliance worked on will be at least equal to its original or properly altered condition ...
 - with regard to aerodynamic function, structural strength, resistance to vibration and deterioration, and other qualities affecting airworthiness.

14 C.F.R. § 43.13(b)



At Least Equal

- Installation of any replacement or modification part must achieve the same level of safety as the approved design
- The installer needs to have objective evidence that the part will return the product to an airworthy condition



Evidence of Airworthiness

- Test & computation (***traceability*** and documentation are **NOT** legal requirements in the U.S.)
 - There is no U.S. corollary to EASA 145.A.42, so documentation is not a requirement
 - But alternatives to documentation can be resource-intensive
- **Traceability** to a manufacturer: production certificate holder's quality system assures airworthiness
 - EASA form 1 or 8130-3 tag for new parts confirms the part was released from a production approval system
 - The approved PAH system proves that the part was airworthy upon release
- **Traceability** to a maintenance facility: certain maintenance (e.g. an overhaul) assures airworthiness



Commercial Documentation

Aviation Safety Documentation Continues to Evolve



1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number:		
4. Organization Name and Address:					5. Work Order/Contract/Invoice Number:		
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:		
12. Remarks:							
13a. Certifies the items identified above were manufactured in conformity to: ☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.							
14a. ☐ 14 CFR 43.9 Return to Service ☐ 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.							
13b. Authorized Signature:		13c. Approval/Authorization No.:		14b. Authorized Signature:		14c. Approval/Certificate No.:	
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14d. Name (Typed or Printed):		14e. Date (dd/mm/yyyy):	
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.							
FAA Form 8130-3 (02-14) NSN: 0052-00-012-9005							



The Industry Changes its Commercial Expectations

- Certain informational themes remain fairly constant:
 - Information about past incident/accident/exposure history to the extent it could affect current airworthiness
 - NIS, ICS, statements about past exposures
 - Purpose is to ensure that parts are assessed for damage before installation
 - We will come back to this topic, later in the presentation
 - Information about past operation on a public aircraft, to the extent that public aircraft are not required to be maintained to civil aviation standards
 - Purpose is to ensure that parts are assessed for variant condition before installation



The Industry Changes its Commercial Expectations

- Back-to-birth traceability
 - This is commercially normal for life-limited parts, as a means of verifying the current life status
 - FAA airworthiness regulations only require current life status for LLPs
- We are hearing about requests for a back-to-birth commercial trace for non-LLPs – this does not support any regulatory requirement, but it may be a reaction to concerns about supply chain validation and the AOG Technics situation



ASA Statement 2020

A Strategy for Addressing Commercial Trace

FAA AC 00-56B Documentation Matrix

APPENDIX 1. DOCUMENTATION MATRIX

CLASS OF PART	REQUIRED ON RECEIPT	REQUIRED FOR SHIPMENT
Consumable materials intended to be consumed in the maintenance, alteration, or preventive maintenance of a product or article (e.g. tape, grease, paint, sealant, etc.).	Statement from seller as to identity.	Statement as to identity and that original seller's statement is on file.
Raw materials.	Physical and chemical properties reports traceable to heat code or lot number.	Certified true copy of the physical and chemical properties reports.
Standard parts.	Certificate of Conformity (C of C) from producer or seller verifying adherence to the appropriate requirements.	Certified true copy of the received C of C and statement that original certified statement is on file.
New parts produced by a U.S. type certificate (TC) holder and produced under TC only.	Certified statement from seller as to identity and condition.	Statement as to identity and condition and that original certified statement is on file.
New parts produced by a U.S. Production Approval Holder (PAH) that are accompanied by airworthiness approval or that bear part marking required by 14 CFR part 45.	FAA Form 8130-3 or part marking required by 14 CFR part 45.	Certified true copy of the regulatory airworthiness approval document or statement as to identity and condition for a part marked according to 14 CFR part 45.
New parts produced by a U.S. PAH that are not accompanied by airworthiness approval and that do not bear part marking required by 14 CFR part 45.	Certified statement from seller as to identity and condition.	Statement as to identity and condition and that original certified statement is on file.
New parts produced by a non-U.S. PAH and approved under the provisions of a bilateral agreement between the United States and a foreign country or jurisdiction.	Regulatory airworthiness approval document meeting the requirements of the bilateral agreement between the U.S. and the nation that issued the production approval; document should meet the requirements that were effective at the time that the part was imported into the United States.	Certified true copy of the regulatory airworthiness approval document.
New parts produced by a non-U.S. PAH that are not accompanied by airworthiness approval.	Certified statement from seller as to identity and condition.	Statement as to identity and condition and that original certified statement is on file.
Used parts that have been maintained under 14 CFR part 43 (including 14 CFR § 43.17).	Approval for return to service meeting provisions of 14 CFR §§ 43.9, 43.11, or 43.17.	Approval for return to service.
Used parts that have been maintained under foreign maintenance standards but not maintained under 14 CFR part 43.	Approval for return to service meeting the requirements of the foreign maintenance standards.	Approval for return to service. The documentation should clearly identify the applicable airworthiness authority.
CLASS OF PART	REQUIRED ON RECEIPT	REQUIRED FOR SHIPMENT
Used parts, products, and appliances without approval for return to service.	Certified statement from seller about identity and condition—must use an accurate descriptive term or narrative to describe condition, such as “as-is,” or any other term that accurately describes the current condition and conveys to the distributor that the part may not meet other categories of this matrix.	Statement about identity and condition and that original certified statement is on file. Must use an accurate descriptive term or narrative to describe condition, such as “as-is,” or any other term that accurately describes the current condition and conveys to the transferee that the part may not meet other categories of this matrix.

- The matrix identifies expectations for inbound documentation and for outbound documentation
- The matrix typically calls for a “statement as to identity and condition”

New parts produced by a U.S. Production Approval Holder (PAH) that are accompanied by airworthiness approval or that bear part marking required by 14 CFR part 45.	FAA Form 8130-3 or part marking required by 14 CFR part 45.	Certified true copy of the regulatory airworthiness approval document or statement as to identity and condition for a part marked according to 14 CFR part 45.
New parts produced by a U.S. PAH that are not accompanied by airworthiness approval and that do not bear part marking required by 14 CFR part 45.	Certified statement from seller as to identity and condition.	Statement as to identity and condition and that original certified statement is on file.



1. Buyer's Purchase Reference #		3. ASA Statement Form 2020		4. Seller's Name:	
2. Buyer's Name:		5. Seller's Phone #:		9. Seller's Reference:	
History use at least one	11. Obtained From:		6. Seller's Email:		10. Seller's Address:
	12. Entity of Last Certification:		7. Seller's Website		
	13. Traceable To:		8. Seller's Other:		
14. Manufacturer	15. Part #	16. Description	17. Quantity	18. S/N or ID	19. Status
20. Remarks:					
For New Articles ("New" in block 19)		For Other-Than-New Articles			
21. <i>New Article Certification:</i> To the best of the Seller's knowledge, each article listed above is a new, unused, article and the information in this form is accurate.		22. <i>Certification:</i> To the best of the Seller's knowledge, each article listed above is in the condition or status shown in block 19 and the information in this form is accurate.			
		23. <i>Public Aircraft Certification:</i> To the best of the Seller's knowledge, each article listed above ☐ was ☐ 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 Seller's knowledge)</i>					
A ☐ 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 ☐ 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 ☐ article(s) listed above are in new, unused condition and have not been subject to damage, stress, heat or unusual environmental conditions that might reasonably have affected their airworthiness condition.					
25. The signature below confirms, on behalf of the Seller named above, that the information in this form is true to the best of the Seller's knowledge.					
26. Signature		27. Name		28. Identifier	29. Date
NOTICE: This document makes no independent representation that the part is airworthy, or that it is acceptable for installation. These determinations are to be made by installer, based upon an inspection of the part and its related evidence. Form instructions are available on http://www.aviationsuppliers.org .					



Statement as to Identity and Condition

- Some common industry forms became difficult to interpret so ASA issued the ASA Statement
 - Form is a free download for the industry
 - Instructions are a free download for the industry
 - Addresses modern concerns
 - Kept up-to-date through the ASA Quality Committee
- The ASA Statement reflects an evolution in commercial documentation



The ASA Statement: Introduction

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 ☐ was ☐ 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 ☐ 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 ☐ 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 ☐ article(s) listed above are in new, unused condition and have not been subject to damage, stress, heat or unusual environmental conditions that might reasonably have affected their airworthiness condition.					
25. The signature below confirms, on behalf of the Seller named above, that the information in this form is true to the best of the Seller's knowledge.					
26. Signature		27. Name		28. Identifier	29. Date
NOTICE: This document makes no independent representation that the part is airworthy, or that it is acceptable for installation. These determinations are to be made by installer, based upon an inspection of the part and its related evidence. Form instructions are available on http://www.aviationsuppliers.org .					

Rev. 1.0 (2021-10-11)

- The ASA Statement is a common industry document intended to be completed by sellers of aircraft parts to convey useful information about an article in an unambiguous manner*
- The ASA Statement is intended to address common industry complaints that have been raised with respect to other template documents*
- The ASA Statement is intended to be completed as a document that accompanies civil aircraft Articles. It is commercial in nature, and a Seller who completes it does not need any special government certificate or approval to complete it*
- The ASA Statement will be monitored and maintained by the ASA Quality Committee to ensure it remains relevant*
- NOT an airworthiness document!*



The ASA Statement

- The instructions anticipate common industry predicaments and provide simple rules for resolving them
- Based on these rules, one may complete a Statement and the interpretation should be clear

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) 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 Other-Than-New Articles 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 ☐ was ☐ 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 ☐ 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 ☐ 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 ☐ article(s) listed above are in new, unused condition and have not been subject to damage, stress, heat or unusual environmental conditions that might reasonably have affected their airworthiness condition.					
25. The signature below confirms, on behalf of the Seller named above, that the information in this form is true to the best of the Seller's knowledge.					
26. Signature		27. Name		28. Identifier	29. Date
NOTICE: This document makes no independent representation that the part is airworthy, or that it is acceptable for installation. These determinations are to be made by installer, based upon an inspection of the part and its related evidence. Form instructions are available on http://www.aviationsuppliers.org .					

Rev. 1.0 (2021-10-11)

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 ☐ was previously installed in a public aircraft, such as a government use aircraft or a military aircraft. ☐ was not	
24. Incident Clearance Statement (check only one – this Statement is made, to the best of Seller's knowledge)			
☐ A 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 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 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

Incidents, Accidents, and the Clearance Statement



WHY DISCLOSE: FAA Repair Stations Will Act on Accident Disclosures

Historical RULE (before 2001)

145.45(e): A repair station must provide a system so that before working on any airframe, powerplant, or part thereof that has been involved in an accident, it will be inspected thoroughly for hidden damage, including the areas next to the obviously damaged parts.

Current RULE (since 2001)

145.211(c) A certificated repair station must prepare and keep current a quality control manual in a format acceptable to the FAA that includes the following:

- (1) A description of the system and procedures used for—
 - (iii) Inspecting all articles that have been involved in an accident for hidden damage before maintenance, preventive maintenance, or alteration is performed;



ASA-100 Requirement: Procurement

ASA-100 Section 5(D)

In addition, the distributor of surplus parts should have a procurement system which assures that:

- 1) a part known to have been subjected to conditions of extreme stress, heat or environment are so identified.**
- 2) all Airworthiness Directives (AD's) that are represented as having been accomplished are documented. Certification of compliance shall specify AD number, AD amendment number, date, and method of compliance, i.e., "AD xxxx-xx terminated (date). Replaced shaft seal with P/N _____ shaft seal (signature)"; and**
- 3) items identified as overhauled, repaired or modified have the appropriate signed and dated documentation attached to substantiate the condition of the part.**



ASA-100 Requirement: Release of Material

ASA-100 Section 10(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.

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 ☐ was ☐ 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 ☐ 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 ☐ 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 ☐ 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

Incidents and Accidents

- A *classic* commercial requirement
- The ASA Statement adopted the internationally accepted “incident clearance” approach developed by the leasing community

Block 24: Incident Clearance Statement

- Check the appropriate box, based on these instructions. It is permissible, for clarity, to cross out the assertions that do not apply.
- For purposes of this instruction, an accident/incident subject to mandatory reporting means one that was subject to mandatory reporting under Annex 13 to the Chicago Convention.

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 ☐ was ☐ 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 ☐ 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 ☐ 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 ☐ article(s) listed above are in new, unused condition and have not been subject to damage, stress, heat or unusual environmental conditions that might reasonably have affected their airworthiness condition.					
25. The signature below confirms, on behalf of the Seller named above, that the information in this form is true to the best of the Seller's knowledge.					
26. Signature		27. Name		28. Identifier	29. Date
NOTICE: This document makes no independent representation that the part is airworthy, or that it is acceptable for installation. These determinations are to be made by installer, based upon an inspection of the part and its related evidence. Form instructions are available on http://www.aviationsuppliers.org .					

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Block 24: Incident Clearance Statement Summary



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 ☐ was ☐ 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 ☐ 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 ☐ 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 ☐ article(s) listed above are in new, unused condition and have not been subject to damage, stress, heat or unusual environmental conditions that might reasonably have affected their airworthiness condition.					
25. The signature below confirms, on behalf of the Seller named above, that the information in this form is true to the best of the Seller's knowledge.					
26. Signature		27. Name		28. Identifier	29. Date
NOTICE: This document makes no independent representation that the part is airworthy, or that it is acceptable for installation. These determinations are to be made by installer, based upon an inspection of the part and its related evidence. Form instructions are available on http://www.aviationsuppliers.org .					

- Check 24A for articles that are not *affected* by an occurrence
 - This lets future users know that the part matches the condition shown in block 19, with no reservations
 - This includes articles from accidents after hidden damage inspection has cleared them
- Check 24B for ANY articles that may have been exposed to potential damage or whose airworthiness is unknown
 - This lets future users know that this part must be properly inspected before being used
- Check 24C for new articles that have not been exposed to potential damage
 - This lets future users know that the part is in a new condition and has not been exposed to damage potential

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Conclusions

- Airworthiness documentation helps certificate holders make findings that they need to make under the regulations
- Commercial documentation
 - There is a much greater variety of commercial documentation
 - Commercial documentation is driven by commercial requests, rather than regulatory requirements
 - The ASA Statement is intended to provide greater uniformity as well as greater clarity in interpretation



ASA Upcoming Meetings

Quality Committee Meeting

- Thursday, December 3rd
- Marriott Washington DC
- <https://www.aviationsuppliers.org/quality-committee-winter-2026>

ASA AFRA 2027 Annual Conference

- June 28-30, 2027
- Gaylord National Harbor – Washington DC area
- More to Come!



Thank You!

Jason Dickstein

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