

Southeast Aerospace follows FAA regulations and guidelines to qualify parts traceability. You can read the full [AC20-62E](#) and [AC00-56A](#) documents for complete details. Below you will find excerpts that SEA has found highly relevant to our procedures. These details will be applicable to anyone dealing with SEA Sales and Purchasing departments. Please feel free to [contact SEA](#) with any questions.

Excerpts from AC20-62E – Advisory Circular for Eligibility, Quality, and Identification of Aeronautical Replacement Parts | 12/23/10

(1) PURPOSE. This advisory circular (AC) provides information and guidance for use in determining the quality, eligibility and traceability of aeronautical parts and materials intended for installation on U.S. type-certificated (TC) products and articles, and to enable compliance with the applicable regulations.

(4) DEFINITIONS.

(b) Acceptable Parts. The following parts may be found to be acceptable for installation on a TC'd product: **(1)** Standard parts (such as nuts and bolts) conforming to an established industry or U.S. specification. **(2)** Parts produced by an owner or operator for maintaining or altering their own product and which are shown to conform to FAA-approved data. **(3)** Parts for which inspections and tests have been accomplished by appropriately certificated persons authorized to determine conformity to FAA-approved design. **(4)** Parts 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.

(g) New. A product, accessory, part, or material that has no operating time or cycles.

(h) Surplus. Describes a product, assembly, part, or material that has been released as surplus by the military, manufacturers, owners/operators, repair facilities, or any other parts supplier. These products should show traceability to an FAA-approved manufacturing procedure.

(i) As Is. Describes any airframe, aircraft engine, propeller, appliance, component part, or material, the condition of which is unknown.

(m) Appropriately Certificated Person. As related to return to service after maintenance, preventive maintenance, rebuilding, or alteration, it can include the holder of a: **(1) Mechanic Certificate.** May perform maintenance, preventive maintenance, and alterations as provided in 14 CFR part 65. **(2) Inspection Authorization (IA).** May inspect and approve for return to service any aircraft or related part or appliance (except aircraft maintained in accordance with a Continuous Airworthiness Maintenance Program (CAMP) under part 121 or 135) after a major repair or alteration as provided in part 43 if the work was done in accordance with technical data approved by the Administrator. Perform an annual inspection, or supervise a progressive inspection according to part 43, §§ 43.13 and 43.15. **(3) Repair Station Certificate Under Part 145.** May perform maintenance, preventive maintenance, or alterations as provided in part 145. **(4) Air Carriers.** Air carriers operating may perform maintenance, preventive maintenance, or alterations as provided under part 119, 121, 129, or 135. **(5) Private Pilot Certificate (for Preventive Maintenance).** May perform preventive maintenance described in part 43 appendix A on any aircraft operated by the pilot except, those aircraft operated under part 119, 121, 125, 129, or 135. **(6) Manufacturer's TC or Production Certificate (PC).** May rebuild or alter any aircraft, aircraft engine, or propeller, or appliance manufactured by him under a TSOA, PMA, or product or parts specification, or perform any inspection required under part 91 or 125 while currently operating under a PC or approved production inspection system.

(7) IDENTIFICATION OF REPLACEMENT PARTS. Acceptable replacement articles should be identified using one of the following methods: **(e) Production Approval Holder's (PAH) Documents or Markings.** Documents or markings such as shipping tickets and invoices may provide evidence that a part was produced by a manufacturer holding an FAA-approved manufacturing process. Note: When a non-certificated person certifies that they are shipping the correct part ordered, the only thing they are stating is that the part number agrees with the purchase order, not the status of FAA-acceptability of the part.

(9) SURPLUS. Many materials, parts, appliances, and components that have been released as surplus by the military service or by manufacturers may originate from obsolete or overstocked items. Parts obtained from surplus sources may be used,

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provided it is established that they meet the standards to which they were manufactured, interchangeability with the original part can be established, and they are in compliance with all applicable ADs. Such items, although advertised as remanufactured, high quality, like new, unused, or looks good, should be carefully evaluated before they are purchased. The storage time, storage conditions, or shelf life of surplus parts and materials are not usually known.

(12) KNOW YOUR SUPPLIERS. (b) Caution. It is the installer's responsibility to ensure airworthiness. Aircraft parts distributors, aircraft supply companies, or aircraft electronic parts distributors, unless they are a PAH, cannot certify the airworthiness of the parts they advertise and/or sell; therefore, it is the installer's responsibility to request documentation establishing traceability to a PAH.

(14) SUMMARY. The approval for return to service after maintenance of aircraft, engines, propellers, appliances, and materials and parts thereof is the responsibility of the person who performs the maintenance and who signs the record for approval for return to service. The owner/operator (as noted in paragraph 6b) is responsible for the continued airworthiness of the aircraft. To ensure continued safety in civil aviation, it is essential that appropriate data is used when inspecting, testing, and determining the acceptability of all parts and materials. Particular caution should be exercised when the origin of parts, materials, and appliances cannot be established or when their origin is in doubt.

Excerpt from AC00-56A –
Advisory Circular for Voluntary Industry Distribution Accreditation Program | 6/13/02

APPENDIX 1. DOCUMENTATION MATRIX

CLASS OF PART	REQUIRED ON RECEIPT	REQUIRED FOR SHIPMENT
Raw Materials	Physical & chemical properties reports traceable to heat code or lot number	Certification that test reports are on file
Standard parts as in 14 CFR section 21.303(b)(4)	Certificate of Conformity (C of C) from producer	Certification that C of C is on file
New parts, products, and appliances with regulatory airworthiness approval documents	FAA Form 8130-3, JAA Form One, TC 24-0078, or other regulatory airworthiness approval documents from nations that have signed bilateral agreements with the United States	Certified true copy of the regulatory airworthiness approval document
New parts, products, and appliances without regulatory airworthiness approval documents, including new Parts Manufacturer Approval or Technical Standard Order Authorization parts identified only through markings (in accordance with 14 CFR Part 21 and 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
Used parts, products, and appliances with approval for return to service	Approval for return to service meeting provisions of 14 CFR sections 43.9, 43.11, or 43.17	Approval for return to service attached to part, product, or appliance
Used parts, products, and appliances without approval for return to service	Certified statement from seller as to identity and condition – must use “as is” or comparable term to describe condition	Statement as to identity and condition and that original certified statement is on file - must use “as is” or comparable term to describe condition