

Documentation and Traceability Requirements	New	New Surplus	Overhauled / Repaired / Inspected or Modified	Repairable / As-Is / As Removed	Life Limited Parts
<p>Combination of one or more of the below listed approved release documentation</p> <ul style="list-style-type: none"> o JAA Form 1 (issued before 28 November 2004) o EASA Form 1 o FAA 8130-3 o Transport Canada (TCCA) Form 1 o Transport Canada (TCCA) Form 24-00078 (issued before Dec 30, 2008) o ANAC Form SEGVOO 003 o A release document issued by an organization under the terms of a bilateral agreement signed by the South African Government-refer to CAR 21.10.1 o Correct Form CA21-19 to be used by an SACAA approved AMO 	✓	✓	✓		✓
Certification & traceability which can be tracked back to the last operator and / or OEM.		✓	✓	✓	✓
Original material certification form which meets the requirements of ATA Spec 106 or other industry accepted certification stating the part is "repairable", "as-is", "where is", or "as removed".		✓	✓	✓	
Non-incident / Non-military statement. Should a component from an incident related aircraft be on offer, clear evidence will be requested that the component on offer was not directly affected during the accident or incident.			✓	✓	✓
Details of work performed or teardown report, including Service Bulletin (SB) numbers, Modification numbers or Airworthiness Directives (AD's) embodied, with revision number and date.			✓		✓
Name of the service manual and / or part number or ATA chapter reference used to perform the repair and the revision level and revision date of the manual.			✓		✓
Any repairs incorporated into the part must be those repairs listed in the OEMs component servicing manual. In the case where the MRO has SACAA approval, the SACAA approved repair scheme numbers must be listed in Box 13 of the Authorized Release Certification along with the Revision number and date. Copies of the repair scheme explanation must be included.			✓		✓
Each life limited part shall be accompanied by a document, produced at the time the part was removed from the engine, module or aircraft (as the case may be), detailing the manufacturer's part number, serial number, current total time and current total cycles. The document shall also include the serial number, total time, total cycles, and model number of the next higher assembly, aircraft or engine (as the case may be), and must be signed by an authorized representative of the company that prepared it.					✓
In the event that the part was installed on more than one engine or aircraft, the requirements of the above paragraph must be met, plus disk sheets or log book entries with the manufacturer's part number and serial number of the part, plus the serial numbers and model numbers of all engines or airplanes that the part was installed on. All such sources of information (maintenance release tags, disk removal / installation sheets, log book entries, etc.) must accurately trace the history of all life limited parts back to new					✓
Complete history of all vendor / manufacturer / repair facility modifications to life limited parts relative to any service bulletins and / or airworthiness directives which affects part number, life limit or re-inspection requirements.					✓