

Incoming Receiving Inspector Training



Maritime Helicopters

Article



- For the purpose of this training the term “*Article*” shall mean an aircraft, airframe, aircraft engine, propeller, appliance, or a component part.

Incoming Receiving



Why do we have them?

Incoming Receiving



- To help insure the we never install an unairworthy part:

➤ **“On an Aircraft”**

Incoming Receiving



- Incoming inspection personnel shall verify that components received were produced under an FAA-approved process
- These processes include: FAA-PMA (appropriate marking of article is required); FAA-TSO (appropriate marking of article is required);
- OEM articles (appropriate documentation, such as Ship Tickets, Packing Slips providing traceability back to the manufacturer is required);
- Direct Ship Authority (appropriate declaration of authority is required);
- Certifications for standard articles, such as hardware items.

Incoming Receiving



➤ Bonus Question:

- What FAR are production of aviation parts regulated by?

Paperwork



🔍 “Let me see your papers” 👁

➤ What constitutes “paperwork” ?

Paperwork



For new aircraft parts.....

-  *FAA Form 8130-3*
-  *EASA (JAA) Form 1*
-  *Serviceable Tag from another repair station.*

Paperwork



For used serviceable aircraft parts.....

-  *MHI “A Tag”*
-  *FAA Form 8130-3*
-  *EASA (JAA) Form 1*
-  *Serviceable Tag from another repair station*

Paperwork



For used ☹ un-serviceable aircraft parts.....

- ✈ MHI Tag
- ✈ Unserviceable or Expendable or Repairable Tag
- ✈ Unserviceable Tag from another repair station
- ✈ **Red tag parts** (unsalvageable) 🗑

Paperwork



What do you do with parts that do not have to proper documentation 

 *Do not enter the parts into stock*

 *Do not release them into the repair station*

Paperwork



Determine “Service Life Limited Parts”

- ✈ Should have Hard Card*
- ✈ Have Part Number & Serial Number*
- ✈ FAA Form 8130-3*
- ✈ Transcription of Total Time or Time Since Overhaul*

Paperwork



Determine “Service Life Limited Parts”

-  If in doubt: Airworthiness Limitation*
-  Chapter 4 or 5 *
-  Found in S.B. for some engines*

Examples



- ✈️ *Seat belts improperly repaired (from satellite repair station)*
- ✈️ *Major engine components (Fuel Control) that by-pass the IR inspection*
- ✈️ *Upholstery items*

FAA Guidance



AC 20-154

- Statement of purpose
- Explanation of 🛩 foreign country parts tags

Authorized Release Certificate



What is it?

Bonus Question ?

Raw Materials



Must have an IR inspection

- Sheet metal
- Sealants
- Lubricants
- Fasteners
- Petroleum distillates
- Adhesives

Incoming Inspection



Visual Inspection Includes

- Shipping Damage
- State of Preservation
- Shelf Life
- Contamination
- Verify ✓ AD's – OEM Service Bulletins

Incoming Inspection

Approved Vendor List



ESDS



➤ Electro – Static – Discharge - Sensitive

Articles



Purchased under an

 *Approved Process* 

Where would a description of these processes be found?

Bonus Question 😊

FAR Part 21



Approved Processes

- ✈ TC
- ✈ Production Certificate
- ✈ TSO
- ✈ PMA

FAR Part 21



Other Approved Processes

- OEM Ship Ticket,
- Packing Slip
- Direct Ship Authority
- Standard Hardware
- Verify FAA Form Equivalent EASA Form , ect.

Incoming Receiving Inspection Log



Maritime Helicopters RECEIVING INSPECTION LOG												
DATE RCVD	PO#	PART#	SERIAL#	QTY	DESCRIPTION	SHELF LIFE		MAINT RELEASE		VENDOR	INSP INITIAL	VIA
						YES	NO	YES	NO			

Form HFS012 will be kept on file in the incoming inspection area for a period of no less than **two years**.

3.31 Instructions: Incoming Receiving Inspection Log



This form provides a record of articles received into the repair station. It is initiated by an Incoming / Receiving Inspector. The form is to be archived in the Incoming and Receiving area for a period no less than two years

Supplier / Origin	Supplying vendor name as stated on invoice
PO #	Air Methods' PO number as stated on invoice
Part #	Number of part
Nomenclature	As stated on invoice
QTY	Total number of parts received as stated on invoice
Serial #	Serial number affixed to part
Shelf Life	Indicate YES or NO whether Shelf Life is limited
Maint Release	Indicate YES or NO whether Maintenance Release was supplied with unit
Insp Initial	Initials of Incoming and Receiving Inspector completing the inspection
Pickup	Initials of Mechanic or individual receiving or picking up the part from the Receiving area after the completion of the Incoming Inspection
Receiving Log Date	Date articles were received

Procedure for a Rejected Article

If an item is deemed unacceptable for receiving and is therefore considered rejected the following will apply:

- In addition to the initials within the “**Insp Initial**” block the word “Rejected” will also be entered.
- The reason for rejection will be entered in the “**Pickup**” block
- The article or product will be route to Material Management for disposition.

Quarantine



- **Rejected Items:** Raw materials, hardware, equipment, or products received do not match any of the verifications or are found damaged they will be rejected, placed in quarantine
- **Suspected Unapproved Parts (SUPS – reference AC 21-29)** will be quarantined by Quality Assurance.

Suspected Unapproved Parts



- A part (article) that is indeed:
- Manufactured, repaired, or has been administrated
- In a manner that is outside of the system that we represent

Detecting and Reporting Suspected Unapproved Parts



U.S. Department
of Transportation
Federal Aviation
Administration

Advisory Circular

Subject: Detecting and Reporting Suspected
Unapproved Parts

Date: 8/17/11

AC No: 21-29C

Initiated by: AFS-300

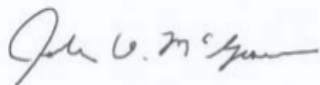
Change: 2

1. PURPOSE. This advisory circular (AC) provides updated information and guidance to the aviation community for detecting suspected unapproved parts (SUP) and reporting them to the Federal Aviation Administration (FAA). Appendix 1 contains FAA Form 8120-11, Suspected Unapproved Parts Report, which serves as a standardized means of reporting.

2. PRINCIPAL CHANGES. This change updates AC 21-29C, Detecting and Reporting Suspected Unapproved Parts. Also included is information regarding who to contact with questions regarding the information in this AC and where to obtain a copy.

PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
2 thru 3	7/22/08	2 thru 3	8/17/11
5 thru 6	9/28/07	5 thru 6	8/17/11
9 thru 10	7/22/08	9 thru 10	8/17/11

/s/ 

for

John M. Allen
Director, Flight Standards Service

AC NO. 20-62E Eligibility, Quality, & Identification of Aeronautical Replacement Parts



U.S. Department
of Transportation
Federal Aviation
Administration

Advisory Circular

Subject: Eligibility, Quality, and Identification
of Aeronautical Replacement Parts

Date: 12/23/10

AC No: 20-62E

Initiated by: AFS-300

Change:

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.
2. **CANCELLATION.** AC 20-62D, Eligibility, Quality, and Identification of Approved Aeronautical Replacement Parts, dated May 24, 1996, is canceled.
3. **RELATED CFR PARTS.** Title 14 of the Code of Federal Regulations (14 CFR) parts 1, 21, 39, 43, 45, 91, 119, 121, 125, 129, 135, and 145.
4. **DEFINITIONS.** The following definitions apply to this AC:
 - a. **Federal Aviation Administration (FAA)-Approved Parts.** Under part 21, § 21.8, articles produced under an FAA-approved production system and which conform to FAA-approved data, may be approved under the following:
 - (1) A Parts Manufacturer Approval (PMA) issued under part 21 subpart K.
 - (2) A Technical Standard Order Authorization (TSOA) issued under part 21 subpart O.
 - (3) In conjunction with type certification procedures for a product. In any manner approved by the Administrator, such as part 21 subpart F and G. In addition, part 21 subpart N provides for the acceptance of a new part produced in a country or jurisdiction with which the United States has an agreement for the acceptance of parts for export and import. The part is approved when the country of manufacture issues a Certificate of Airworthiness for export of the part.
 - 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.

END



Thank You