



Customer Requirements			
Revision Date:	6/30/10	Previous Revision Date:	04/05/07
Division #:	11	Customer #:	20459, 34332
# of Pages:	2	QC Approved By:	Bill Petersen
GE Aviation Materials (GEAM)			

- All IEN's, DER's and DR's (departure records) must have a written pre-approval from the customer prior to shipment
- Block 13C of the ATA-106 material cert must reference teardown facility for parts in new and previously installed conditions.
- For LLP's **see below**

New

GEAM Documentation Requirements by Item Type

	PAH Certificate/True Copy thereof	ATA 106/Material Cert	Back to Birth History	FAA 8130-3 or equivalent	Certificate of Conformance	DER 8110-3
New Surplus						
LLP	X	X				
Non-LLP	X (1,2)	X			X (3)	
Standard Parts						
OH/Repaired/Inspected						
LLP		X	X (4)	X (6)		X (5)
Non-LLP		X		X (6)		X (5)

Note 1: New bulk items such as fasteners, shims, and other items manufactured under one of the following approvals: Type or Production Certificate, Parts Manufacturer Approval, or Technical Standard Order, must be in the manufacturer's original unopened packaging and must contain the manufacturer's labeling with part number or specification number, batch or lot number, and quantity as appropriate for the items.

Note 2: Items that are obtained from a broken- down/parted-out product must be accompanied by the original certification from the Production Approval Holder or a copy of that certificate and an ATA Form 106 or similar form that contains as a minimum the information in Exhibit 1 and attesting that the item(s) supplied correspond to the manufacturers' documentation provided. The form must be signed by an authorized representative of the seller.

Note 3: New standard parts must be accompanied by the original or copy of the original certificate provided by the manufacturer declaring conformance to the appropriate industry, military, or other United States specification. The certificate must contain the specification title and number, the batch or lot numbers, and the quantity purchased. If the parts are purchased from mixed batches/lots certificates for each batch/lot must be obtained.

Note 4: Back-to- birth history must include the following:

- The original release certificate direct from the Production Approval Holder, a photocopy of the original release certificate from the PAH, or other documentation that provides for positive traceability of a particular item and serial number to the PAH.
- Documents from the operator records describing the service history of the item(s). This documentation may be in various formats, however, the documentation must accurately trace the history of any life-limited item "back to birth." This documentation must contain the following:
 - Part number and serial number of the item.
 - Total accumulated time and cycles since new.
 - Model number(s) and serial number(s) of all products on which life-limited items of the following categories have been installed:
 - High energy rotating parts
 - High-pressure casings
 - Single-element mount structures
 - Documents which support the time/cycle history must clearly be official system documents of the operator (headings, letterheads, etc.) or must be signed by an authorized representative of the operator.

NOTE: The records will be from the original (as new) installation to the current removal.

Note 5: Where the release documentation lists overhauls, repairs, or inspections performed in accordance with a non-standard repair such as a Designated Engineering Representative (DER) repair, the FAA Form 8110-3, or a copy thereof must be provided.

Note 6: FAA 8130-3, Transport Canada TC 24-0078, and/or EASA Form One (or FAA/EASA Dual Release as applicable) required which contains a minimum of the information listed below:

- Identification of the maintenance documentation used as the approved standard to perform the work mentioned (ESM, SB, ASB, CMM),
- Date & Issue of documentation used,
- References of the repair, inspections, modifications performed,
- AD/CN, SB, ASB status at the date of issue,
- Reference to the last Engine Serial Number from which the part was removed,
- TSN/CSN for LLP parts,
- Reference to any approved major deviations or OEM approved discrepancies.
- FAA 8130-3, Transport Canada TC 24-0078, and/or EASA Form One (or FAA/EASA Dual Release as applicable) older than 12 months for LLP parts or older than 24 months for non-LLP parts are not acceptable.