



Customer Requirements			
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Division #:	1 & 11	Customer #:	11941 & 10101
# of Pages:	2	QC Approved By:	Andy Sanders
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Certification –

- For material that has an Authorized Release Certificate (ARC) i.e. FAA 8130-3, EASA Form 1, Canada Form One, etc. DMS needs to know who the part was repaired/overhauled for. If the ARC does not reference a customer, the repair vendor will need to provide a Pack Slip in addition to the ARC and both the ARC and Pack Slip should tie via a WO or RO Number.
- Requires a certified true copy stamp (reflecting the quantity being supplied) if the ARC quantity is split. This applies even if they are purchasing the remaining quantity and are being provided with the original ARC.

Part Labeling -

- For parts that have no part number on the part and are not marked with a work order number to tie them to the ARC, the parts will need to be labeled with the part number, a work order number and the logo or trademark of the shop that certified them by the shop that certified them.

NOTE: This should be asked for by the AAR RO team in the RO narratives.

DMS Supplier Restricted List –

DMS will not accept parts tagged or traced to/through any of the sources [attached](#).

DMS Approved Non-129 Airline List –

DMS will only accept trace to a Foreign Operator that is on the [attached](#) list. **The warning on the attachment is for DMS Buyer not AAR.**

Trace –

- **Requires trace to PAH, 145 Repair Station, 121, 135, 129 or other approved operator, see below for details:**
 - A Domestic air carrier under 14 CFR Part 121 or 135
 - A Foreign air carrier under 14 CFR Part 129
 - A Part 145 Repair Station (excludes LLP's where trace to the Operator is required), trace to 145 also excludes standard hardware.

Traceability (LEASE AGREEMENT) for Used parts traced to an ESN via Bill of Sale, Lease, Consignment, etc.:

- If purchased directly from the airline operator that issued the NIS, no additional trace is required.
- If purchased from an airline that was not the last operator, bills of sale, lease agreements/terminations or consignment agreements all the way back to the last operator are required with last operator NIS.
- If purchased from a bank, leasing company or other non-operator entity, bills of sale, lease agreements/terminations, engine delivery/redelivery receipts or consignment agreements all the way back to the last operator are required with last operator NIS.
- Removal Tag is required for aircraft/engine teardowns.
- **Serviceable and Overhauled** material requires will require 145 chain of custody which means DMS needs to know who the part was repaired/overhauled for. If the customer name is not referenced anywhere on the FAA 8130-3, the repair vendor will need to provide a Pack Slip in addition to the 8130-3 and both the 8130-3 and Pack Slip should tie via a WO or RO Number.

NOTES: Effective 01OCT2016 an FAA Form 8130-3, EASA Form 1, or Canada Form One from the Production Approval Holder (PAH) is required for all new parts produced under the respective Aviation Authority. Owner/ operator parts, standard parts and hardware certified by the PAH prior to 01OCT2016 are exempt from this provision; a signed Statement of Conformance (SOC) from the PAH/manufacturer is sufficient. The SOC must contain the same technical information as an FAA Form 8130-3.