



Customer Requirements

Revision Date:	March 14, 2024	Previous Revision Date:	July 31, 2018
Division #:	1	Customer #:	73275
# of Pages:	2	QC Approved By:	Andy Sanders
Delta Air Lines			

Certification Requirements:

- Delta does not require a dual release.
- Delta requires the name of the purchaser in Block 5B of material cert or a Pack Slip that ties to the number in Block 5b of material cert to show complete trace/transfer of ownership.
- Also, for material that has an 8130-3 Delta needs to know who the part was repaired/overhauled for, so if the 8130 does not reference a customer, 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.
- Material tagged as repairable, serviceable, or overhauled must have documents according to FAR 121, 135, 145, or FAA 8130-3. Material overhauled to FAR 129 is not acceptable.
- Any material with a DER repair must have Delta E.C.R.A. approvals prior to shipment.
- If a part has a DER repair, a copy of the DER must be sent with the part.
- Sales orders require **two sets** of paperwork be sent with each part. This is not required for transfer orders.
- If a part is only visually inspected, there must be a statement indicating both the level of inspection performed and a manual reference.
- Copies of certificates are acceptable for split quantities (Authorized release certificates, C of C's, Manufacturer certifications, etc.)

Traceability of Used Parts:

- Delta requires trace to the OEM, FAA 121, 129, 135, 145 (non-LLP), or trace to a foreign operator. (see [list](#) of acceptable non FAR 129 foreign carriers).
- Delta will not accept traceability to:
 - Emery
 - Aero Republica
 - Nouvelair
 - Any non FAA certified carrier in Africa
- Trace to Lufthansa Technik is acceptable
- Delta requires a copy of the lease agreement from the last operator for material purchased through an aircraft teardown where the aircraft was purchased through a leasing company.
- Delta requires removal tag or manifest from the facility that performed the engine/aircraft teardown. AAR replacement removal tags are not acceptable.

- SMMO is not considered the OEM for Delta and is not considered a regulated source. However, if the part being sold is a Pratt & Whitney part, and the part was overhauled by Pratt or a Pratt approved shop, Delta will accept.
- GE Aviation Materials is not considered the OEM or a regulated source for Delta. However, if a GE manufactured part is overhauled by a GE shop or a GE authorized repair station Delta will accept the trace to GEAM.
- Delta will accept an Engine Event History in lieu of a non-incident statement for non-LLP's and only *with prior approval*.

Traceability for New Parts:

- Factory new material supplied to Delta must have a signed document from the OEM.
- New surplus material may be traceable to a 121, 129, or 135 operator.
- In an order is a partial shipment from an OEM package, ask the order originator to change the quantity to the full amount.
- Any new expendable material without the part number on the part must be in unopened manufacturer's packaging.

Traceability for LLPs:

- Delta requires engineering approval for all LLPs.

Unapproved Vendors:

- Aircraft Components Repair in California
- Avionics Express
- CADMAR
- Concord International Aerospace – Paramus, NJ 07652 – any paperwork stating Concord's name.
- SR Technics Switzerland
- Sterling Airways - Material traced to Sterling Airways post losing their 129 certificate is **not** acceptable.
- United Aircraft and Electronics