



Aircraft Parts in the Global Marketplace

グローバル市場における航空機部品

Aviation Suppliers Association



- Represent the global aircraft parts distribution community
- Work with various government bodies to help support
 - Aviation safety
 - Efficient commercial practices for aviation parts transactions
- Audits companies to various quality standards including:
 - ASA-100
 - AS9100, AS9110, AS9120
 - ISO 9001
- **グローバルな航空機部品流通コミュニティを代表しています**
- **様々な政府機関と協力し支援します**
 - **航空の安全性**
 - **航空部品取引における効率的な商慣習**
- **以下を含む様々な品質基準についての企業監査を行っています**
 - ASA-100
 - AS9100, AS9110, AS9120
 - ISO 9001

Modification and Replacement Parts Association



- Represent the government-approved aircraft parts manufacturing community
- Projects (focused on parts safety) include:
 - International manufacturing and acceptance standards
 - Production regulations
 - Design regulations
- Known for work on PMA rules

MARPA は

- 政府承認航空部品製造コミュニティを代表しています
- 部品の安全性に関する事業では、
 - 国際的な製造と受領基準
 - 製造規則
 - 設計規則
- PMA ルールの取り組みで知られています

Agenda



• 議題

- Use and acceptability of aftermarket parts and repairs
 - Focusing on the Japan-US bilateral
 - Documentation requirements and recommendations for parts
 - Including 8130-3 tags and traceability
 - New policies allowing greater choice in MRO under the terms of the new CFM-IATA agreement
 - Improve safety and reliability and save money under the Agreement
- **アフターマーケット部品および修理の使用と許容性**
 - **日本-米国互認協定に焦点**
 - **部品に関する文書作成要件と推奨事項**
 - **8130-3 タグとトレーサビリティを含む**
 - **新たな CFM-IATA 協定条項による MRO における大いなる選択枝を与える新しいポリシー**
 - **この協定の基、安全性と信頼性を向上させ、費用を節約する**

Today's Focus

本日の焦点



- What should you expect when purchasing parts from outside Japan
- Tips for identifying parts with the correct documentation
- 海外から部品を購入する際に求めることは？
- 正確な書類で部品を識別するヒント

Japan-US Bilateral Agreements

日本 – 米国互認協定

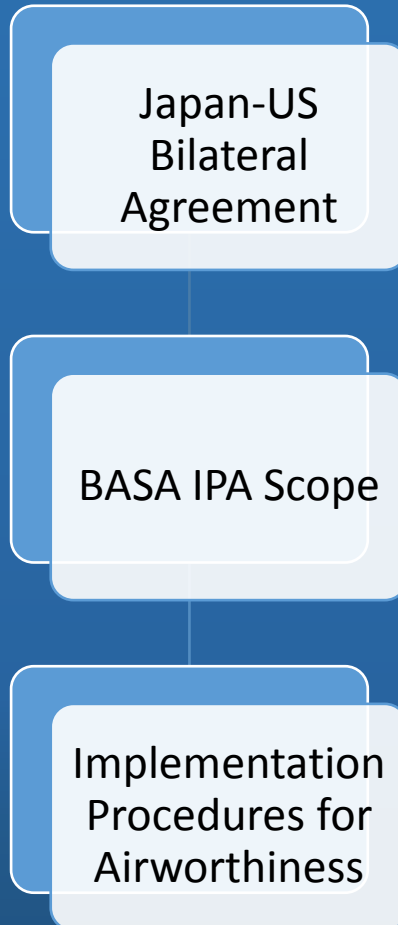


- This Agreement sets minimum standards for aircraft parts documentation
- After we talk about these minimum standards, we will discuss certain industry norms and recommendations that may exceed those minimum standards

- 本協定は航空機部品の取扱いについての文書作成に関する最低基準を定めています
- これら最低基準について話しあった後、明確な業界規範およびこれら最低基準を超える推奨事項について議論する

Bilateral Aviation Safety Agreement (BASA)

航空安全互認協定



IPA:

**Implementation
Procedures for
Airworthiness**

**耐空性確保のための実施
手順**

**日米両国政府の協定の基、設
計承認、製造活動、輸出対空
承認などの手続き**

BASA: Japan and US

Scope

日本 – 米国互認協定の範囲



- Japan accepts FAA authorized release certificates (8130-3 tags) for
 - New TSO appliances with 8130-3
 - New parts eligible for installation in products and appliances granted a JCAB design approval
 - Replacement parts with 8130-3
 - Modification parts with 8130-3
 - US Standard Parts
- 日本では次の FAA 承認済み証明書 (8130-3 タグ) を受け入れます
 - 8130-3 が付いた新品の TSO appliances
 - JCAB の設計承認を取得した products および appliances に装備する資格がある新品部品
 - 8130-3 が付いた交換部品
 - 8130-3 が付いた改修部品
 - 米国の標準部品

BASA: Japan and US Scope



Product: aircraft,
engine or
propeller

- Japan accepts release certificates for

- New TSO appliances with 8130-3
- New parts eligible for installation in products and appliances granted a JCAB design approval
 - Replacement parts with 8130-3
 - Modification parts with 8130-3
 - US Standard Parts

- 日本では航空機、エンジン、プロペラに関する証明書(8130-3)が求められる

- 8130-3 が付いた交換部品、改修部品、および TSO appliances
- JCABの設計承認を取得した products および appliances に装備する資格がある新品部品
 - 8130-3 が付いた交換部品
 - 8130-3 が付いた改修部品
 - 米国の標準部品



BASIC DEFINITION

"Appliance" means any instrument, mechanism, equipment, part, apparatus, appurtenance or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight and is installed in or attached to the aircraft.

- New parts with 8130-3 installation in products and appliances granted a JCAB design approval
 - Replacement parts with 8130-3
 - Modification parts with 8130-3
 - US Standard Parts

“Appliance”とは、飛行中の航空機を操作または制御するために使用されるもしくは、使用することを目的として、航空機に装着された通信機器を含む、あらゆる計器、機構、装置、部品、付属品またはアクセサリを意味しています。

- appliances
- JCABの設計承認を得た productsおよび appliancesに装備する資格がある新品部品
 - 8130-3が付いた交換部品
 - 8130-3が付いた改修部品
 - 米国の標準部品

BASA: Japan and US

Scope 日本－米国互認協定の範囲



- Japan accepts FAA authorized release certificates (8130-3 tags)
- ONLY for new parts when issued for an article produced by a US production approval holder
 - Production Certificate (PC)
 - Parts Manufacturer Approval (PMA)
 - Technical Standard Order Authorization (TSOA)
- 日本は FAA 承認済み証明書 (8130-3 タグ)を受け入れます
- 米国の製造承認所有者 (PAH) によって製造されたアーティクルに対して発行される場合は新品部品のみ
 - Production Certificate (PC)
 - Parts Manufacturer Approval (PMA)
 - Technical Standard Order Authorization (TSOA)

FAA Form 8130-3



1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number:	
4. Organization Name and Address:					5. Work Order/Contract/Invoice Number:	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
12. Remarks:						
<div> <div> 13a. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12. </div> <div> 14a. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service. </div> </div>						
13b. Authorized Signature:		13c. Approval/Authorization No.:		14b. Authorized Signature:		14c. Approval/Certificate No.:
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14d. Name (Typed or Printed):		14e. Date (dd/mm/yyyy):
User/Installer Responsibilities						
<p>It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.</p> <p>Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.</p> <p>Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.</p>						
FAA Form 8130-3 (02-14)				NSN: 0052-00-012-9005		

Left-Hand Signature 左側のサイン



1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL		3. Form Tracking Number:	
4. Organization Name and Address:					
6. Item:	7. Description:	8. Part Number:			
12. Remarks:					
<div style="position: relative; height: 100px;"> <div style="position: absolute; top: 0; left: 0; width: 100%; height: 100%; background: linear-gradient(to bottom right, transparent 49%, #0070C0 49% 51%, #0070C0 51% 100%);"></div> </div>					
13a. Certifies the items identified above were manufactured in conformity to:			13a. Certifies the items identified above were manufactured in conformity to:		
<input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			<input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.		
13b. Authorized Signature:			13c. Approval/Authorization No.:		
13d. Name (Typed or Printed):			13e. Date (dd/mm/yy):		
13b. Authorized Signature:			13c. Approval/Authorization No.:		
13d. Name (Typed or Printed):			13e. Date (dd/mm/yy):		
User/Installer Responsibilities					
<p>It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.</p> <p>Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.</p> <p>Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.</p>					
FAA Form 8130-3 (02-14)			NSN: 0052-00-012-9005		

Right-Hand Signature is for Maintenance

右側のサインは
整備用



1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL			
4. Organization Name and Address:					
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	
12. Remarks:					
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>14a. <input type="checkbox"/> 14 CFR 43.9 Return to Service</p> <p>Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.</p> </div> <div style="width: 50%;"> <p><input type="checkbox"/> Other regulation specified in Block 12</p> </div> </div>					
14b. Authorized Signature:				14c. Approval/Certificate No.:	
14d. Name (Typed or Printed):				14e. Date (dd/mm/yyyy):	
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>14a. <input type="checkbox"/> 14 CFR 43.9 Return to Service</p> <p>Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.</p> </div> <div style="width: 50%;"> <p><input type="checkbox"/> Other regulation specified in Block 12</p> </div> </div>					
14b. Authorized Signature:				14c. Approval/Certificate No.:	
14d. Name (Typed or Printed):				14e. Date (dd/mm/yyyy):	
User/Installer Responsibilities					
<p>It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.</p> <p>Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.</p> <p>Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.</p>					
FAA Form 8130-3 (02-14) NSN: 0052-00-012-9005					

Standard Parts from the US

米国製の標準部品



- Acceptable in Japan when:
 - Accompanied by 8130-3 ONLY when eligible for 8130-3
 - Most standard parts are not eligible for 8130-3 because they are not released by a production approval holder
 - Accompanied by manufacturer's certificate of conformity in all other cases

- 日本で容認できるのは：
 - 8130-3 が発行できる状態にあつて 8130-3 が添付されたもの
 - ほとんどの標準部品は製造承認所有者 (PAH) により販売されたものではないため、8130-3 は発行されない
 - 他のすべてのケースにおいて製造者の適合証 (COC) が添付されたもの

Who Issues an 8130-3?

8130-3 の発行者は？



1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number:	
4. Organization Name and Address:					5. Work Order/Contract/Invoice Number:	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
12. Remarks:						
<ul style="list-style-type: none"> • The United States Government • FAA employees • Individual designees (with the right function codes) <ul style="list-style-type: none"> • We will be coming back to this subcategory • ODA (with the right function codes) • ... AND ... User/Installer Responsibilities 						
13a. Certifies the items identified above were manufactured in conformity to:			14a. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12			
<input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			If the items are not in the specified condition, the work specified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
13b. Authorized Signature:		13c. Approval/Authorization No.:		14b. Authorized Signature:		14c. Approval/Certificate No.:
13d. Name (Typed or Printed):		13e. Date (dd/mm/yy):		14d. Name (Typed or Printed):		14e. Date (dd/mm/yy):
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulation by the user/installer before the aircraft may be flown.						
FAA Form 8130-3 (02-14) NSN: 0052-00-012-9005						

• 米国政府

- FAA 職員
- FAA の代理人(DAR, DMIR) (FAA から付与された正しい代理人コードを使います)

Sample: DAR-00001-SW

- 後でこのサブカテゴリーに戻ります
- ODA (FAA から付与された正しい機能コードを使います)

Organization Designation Authorization

Sample: ODA-000001-CE

- ...AND...

Who Issues an 8130-3?

8130-3の発行者は？



1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number:	
4. Organization Name and Address:						5. Work Order/Contract/Invoice Number:	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:		
12. Remarks:							
<p>• Maintenance organizations authorized to approve for return to service under 14 CFR 43.7</p> <ul style="list-style-type: none"> • The approval for return to service may take other forms • The 8130-3 tag has become the recognized standard for component-level approval for return to service 							
13a. Certifies the item(s) identified in Block 11 is/are in a condition for return to service.				13b. Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, Part 43 and in respect of the various maintenance and repair instructions for return to service.			
13a. Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data and are in a condition for safe operation.		13b. Authorized Signature:		13c. Approval/Authorization No.:		14b. Authorized Signature:	
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14c. Name (Typed or Printed):		14d. Date (dd/mm/yyyy):	
User/Installer Responsibilities							
<p>It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.</p> <p>Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that higher airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.</p> <p>Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulation by the user/installer before the aircraft may be flown.</p>							
FAA Form 8130-3 (02-14)				NSN: 0052-00-012-9005			

- 14 CFR 43.7 に基づいて Return-to-service を承認することができる整備組織
- Return-to-service の承認は他の形式をとることができます
- 8130-3 タグは Return-to-service のための装備品レベルでの承認の認識基準になっています
- これは右側にサインします
- ...AND...

• This is a *right-side* signature

• ... AND ...

Who Issues an 8130-3?

8130-3の発行者は？



1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG		3. Form Tracking Number:	
4. Organization Name and Address:				5. Work Order/Contract/Invoice Number:	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
12. Remarks:					
<p>• 14 C.F.R. 21.137(o) authorizes PAHs to issue 8130-3 tags (published October 1, 2015)</p> <p>• PAHs must have procedures for</p> <ul style="list-style-type: none"> • Selection • Appointment • Training • Management, and • Removal <p>of individuals authorized by the production approval holder to issue authorized release documents.</p>					
13a. Certifies: the items identified above were manufactured in conformity to:		14a. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12			
<input type="checkbox"/> Approved design data and as a condition of approval <input type="checkbox"/> Non-approved design data specified in Block 12.		Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
13b. Authorized Signature:		13c. Approved Signature:		14c. Approval Certificate No.:	
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14d. Name (Typed or Printed):	
13f. Date (dd/mm/yyyy):		14e. Date (dd/mm/yyyy):			
It is important to understand that the information on this form is not a guarantee of airworthiness. The user/installer is responsible for the airworthiness of the aircraft. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer is aware of the differences between the two airworthiness authorities and the consequences of those differences. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulation by the user/installer before the aircraft may be flown.					
FAA Form 8130-3 (02-14) MSN: 0052-00-012-9005					

• 製造承認所有者 (PAH)

• C.F.R. 21.137 (o) では PAH に 8130-3 タグを発行する権限を与えています（2015年10月1日発行）

• PHA は、8130-3 を発行するために、PAH によって承認された個人に対して以下の手続きを踏むこと

- 選抜
- 任命
- 訓練
- 管理
- 解任

Who Issues an 8130-3?

8130-3 の発行者は？



1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG		3. Form Tracking Number:	
4. Organization Name and Address:				5. Work Order/Contract/Invoice Number:	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
12. Remarks:					
13a. Certifies the item(s) identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			14a. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to which the item is approved for return to service.		
13b. Authorized Signature:		13c. Approval/Authorization No.:		14b. Authorized Signature:	
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14d. Name (Typed or Printed):	
13f. Date (dd/mm/yyyy):		14c. Approval Certificate No.:		14e. Date (dd/mm/yyyy):	
User/Installer Responsibilities					
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that, in her airworthiness authority, the aircraft engine/propeller/article(s) from the airworthiness authority of the country specified in Block 1 are approved for return to service. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certificate issued in accordance with the national regulation by the user/installer before the aircraft may be flown.					
FAA Form 8130-3 (02-14) NSN: 0052-00-012-9005					

• Production Approval Holder
issue of 8130-3

• New in 2015

• Harmonized with the EASA
privilege

• Notified to JCAB in Spring 2016

• PAH が 8130-3 を発行

• New in 2015

• EASA 方式との調和

• 2016 春に JCAB へ通知済

Export 8130-3

8130-3 の輸出



- Historically, the main difference between an export 8130-3 and domestic 8130-3 was the export tag included a destination (and the designee confirmed that the special import requirements were met)
 - This difference was a matter of policy – the export airworthiness regulations did not require the destination to be named
 - The FAA has changed this as of June 24, 2016 with a new Deviation Memo
- 歴史的にみて、輸出用 8130-3 と国内用 8130-3 の主な違いは、輸出用タグに目的地が含まれたこと（また、代理人が目的地国の航空局の特別輸入要件が満たされていることを確認します）
 - この違いは政策上の問題であり、輸出耐空性規則では、目的地の指定は必要としていませんでした
 - FAAはこれを新しい Deviation Memo により 2016 年 6 月 24 日に変更しました

Export Deviation Memo



- No longer required to have “Export airworthiness approval – This engine/propeller/article meets the special requirements of (enter country)”
 - Guidance specifies “*Do not* use the statement” [emphasis in original]
 - Export tags will start to look like domestic tags
 - FAA justification: “Requiring this statement needlessly complicates the issuance of the tag and hinders the global shipment of engines, propellers and articles, especially when they are exported multiple times”
- “輸出耐空性証明は、もはや必要としていないーこのことは、エンジン/プロペラ/アーティクルは、(目的地国の)特別輸入要件を満たしています”
 - Guidance には “*Do not* use the statement” と規定しています
 - 輸出用タグは国内用タグと同様になります
 - FAAの言い分として：“このstatementを要求することは、特に複数回輸出した場合において、不必要にタグの発行を複雑化し、エンジン、プロペラ、アーティクルの世界的な輸送を妨ぐことができます”

FAA EXPORT 8130-3



These terms are
NOT used
anymore!
これらの用語は
もう使用されま
せん！

Export
For export to Japan

1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number:
4. Organization Name and Address:					5. Work Order/Contract/Invoice Number:
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
12. Remarks:					
<div>Export</div> <div>For export to Japan</div>					
13a. Certifies the items identified above were manufactured in conformity to:			14a. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12		
<input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.		
13b. Authorized Signature:		13c. Approval/Authorization No.:	14b. Authorized Signature:		14c. Approval/Certificate No.:
13d. Name (Typed or Printed):		13e. Date (dd/mm/yy):	14d. Name (Typed or Printed):		14e. Date (dd/mm/yy):
User/Installer Responsibilities					
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.					
FAA Form 8130-3 (02-14)			NSN: 0052-00-012-9005		

FAA EXPORT 8130-3



These terms are
NOT used
anymore!
これらの用語は
もう使用されま
せん！

1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number:	
4. Organization Name and Address:					5. Work Order/Contract/Invoice Number:	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
12. Remarks: <div style="text-align: center; border: 2px solid red; border-radius: 50%; padding: 20px; font-size: 2em; color: red;">Export For export to Japan</div>						
13a. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.				14a. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.		
13b. Authorized Signature:		13c. Approval/Authorization No.:		14b. Authorized Signature:		14c. Approval/Certificate No.:
13d. Name (Typed or Printed):		13e. Date (dd/mm/yy):		14d. Name (Typed or Printed):		14e. Date (dd/mm/yy):
User/Installer Responsibilities						
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.						
FAA Form 8130-3 (02-14)				NSN: 0052-00-012-9005		

Questions?



Please feel free
to ask questions

気軽に質問をどうぞ



What Traceability Should We Expect?

FAA-Recommended Traceability Standards

どのようなトレーサビリティ
が必要ですか?

FAA -推奨のトレーサビリティの基準

US Traceability Information



- Traceability is not required under US (FAA) law, BUT
- Traceability in the US is a commercial norm that supports findings of airworthiness
- Therefore FAA has published recommended traceability practices in FAA Advisory Circular 00-56B
 - These supplement the requirements from the JCAB-FAA BASA
- 米国（FAA）の法において、トレーサビリティは要求されません。ですが、トレーサビリティは耐空性認定の手助けとしての商業上の規範となります
- 従って、FAA は、推奨のトレーサビリティの実践について、FAA Advisory Circular 00-56B を刊行しました
- このACのSupplementsはJCAB-FAA BASAからの要求事項となります

FAA Advisory Circular 00-56B



- FAA voluntary standards for an aircraft parts distribution quality system
- FAA recommended standards for documentation
- Distributors may be audited to ensure compliance to the FAA standard
 - ASA-100 was developed to implement AC 00-56B
 - Aviation Suppliers Association (ASA) audits to the standard and also maintains the database for the FAA
- **航空機部品の配給品質システムについての FAA の自主基準**
- **文書化の基準を FAA は推奨**
- **配給業者はFAA基準に準拠していることについて、監査を受けてもいい**
 - **ASA-100 は AC 00-56B の実施のために開発されました**
 - **ASA はその基準に従い監査を行い、また FAA のためにデータベースを維持しています**

<https://www.aviationsuppliers.org/FAA-AC-00-56B>

FAA AC 00-56B APPENDIX 1 DOCUMENTATION MATRIX – New PAH Parts



CLASS OF PART	REQUIRED ON RECEIPT	REQUIRED FOR SHIPMENT	部品の分類	検収時の必要事項	出荷時の必要事項
<p>New parts produced by a U.S. Production Approval Holder (PAH)</p> <p>(1) that are accompanied by airworthiness approval or</p> <p>(2) that bear part marking required by 14 CFR part 45.</p>	<p>FAA Form 8130-3 or part marking required by 14 CFR part 45.</p>	<p>Certified true copy of the regulatory airworthiness approval document or statement as to identity and condition for a part marked according to 14 CFR part 45.</p>	<p>米国製造承認所有者（PAH）により製造された新品部品</p> <p>(1) 耐空承認を伴うものまたは、</p> <p>(2) 14 CFR part 45により要求されたマーキングを伴うもの</p>	<p>FAA Form 8130-3 または、14 CFR part 45 により要求されたマーキング</p>	<p>規則上の耐空性についての、許可書の原本照合済複写物、または、14 CFR part 45 により部品にマークされた状態と同一であるということの記述</p>

FAA Form 8130-3



1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number:	
4. Organization Name and Address:					5. Work Order/Contract/Invoice Number:	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
12. Remarks:						
<div> <div> 13a. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12. </div> <div> 14a. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service. </div> </div>						
13b. Authorized Signature:		13c. Approval/Authorization No.:		14b. Authorized Signature:		14c. Approval/Certificate No.:
13d. Name (Typed or Printed):		13e. Date (dd/mm/yy):		14d. Name (Typed or Printed):		14e. Date (dd/mm/yy):
User/Installer Responsibilities						
<p>It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.</p> <p>Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.</p> <p>Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.</p>						
FAA Form 8130-3 (02-14) NSN: 0052-00-012-9005						

Do *Not* Accept a “Serviceable” Tag

“合格”と記されたタグを受け入れてはいけません



1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number:
4. Organization Name and Address:					5. Work Order/Contract/Invoice Number:
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
					Serviceable
12. Remarks:					
13a. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			14a. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.		
13b. Authorized Signature:		13c. Approval/Authorization No.:		14b. Authorized Signature:	
13d. Name (Typed or Printed):		13e. Date (dd/mmnn/yyyy):		14d. Name (Typed or Printed):	
				14e. Date (dd/mmnn/yyyy):	
User/Installer Responsibilities					
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.					
FAA Form 8130-3 (02-14) NSN: 0052-00-012-9005					

合格

FAA Form 8130-3



1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number:	
4. Organization Name and Address:					5. Work Order/Contract/Invoice Number:	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
					Serviceable	
12. Remarks:						
13a. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.				14a. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.		
13b. Authorized Signature:		13c. Approval/Authorization No.:		14b. Authorized Signature:		14c. Approval/Certificate No.:
13d. Name (Typed or Printed):		13e. Date (dd/mm/yy):		14d. Name (Typed or Printed):		14e. Date (dd/mm/yy):
User/Installer Responsibilities						
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.						
FAA Form 8130-3 (02-14)				NSN: 0052-00-012-9005		

Permissible Terms

- New
- Used (*unusual – “used” is only acceptable if JCAB states it is acceptable*)

許可できる表現

- New
- Used

(まれに-
“used” は JCAB
が許容可と述べた
場合にのみ受入れ
られます)

What is a Certified True Copy?

原本照合済複写物とは何でしょう？



- A paper copy of the document
- To which is attached a certificate of the person submitting the document
 - Stating that the copy has been compared with the original and that it is a true copy

- 文書のコピー
- 文書提出側の証明書が添付されているもの
 - 原本と複写物（コピー）の比較を行い、それが照合済み複写物（コピー）であると記述されているもの

14 C.F.R. § 49.21 .

14 C.F.R. § 49.21

How Do I Make a Certified True Copy?

原本照合済複写物
はどうやって作り
ましょう？



- Attach the copied FAA Form 8130-3 to a separate sheet of paper. Indicate that the copied FAA Form 8130-3 that accompanies the article is a “certified true copy of the original” maintained on file; OR
- Apply a stamp to the copied FAA Form 8130-3, that indicates that the copy is a “certified true copy of the original” and complete any blanks in the stamp

E.g. FAA Order 8130.21H

- コピーしたFAA Form 8130-3 を別紙で添付してください。アーティクルに添付した FAA Form 8130-3 の複写物は、ファイルで管理されている原本と照合済みであることを示してください。もしくは、
- 複写物が原本と照合済みであることを示すスタンプを押してください。そのスタンプに設けられた記載欄のすべてを埋めてください

参照： FAA Order 8130.21H

FAA-Regulated Markings

FAA-マーキング規則



- The FAA regulations require manufacturers to mark certain parts
 - TSOA Parts
 - PMA Parts
- Regulated markings may indicate that a part was found airworthy upon release from the quality system
 - In most cases, only FAA certificate holders are allowed to mark parts, and only under controlled conditions
 - Production approval holders bear a burden to assure airworthiness of the part
- FAA の規則では、製造業者に以下の品目に対してマーキングを要求しています
 - TSOA 品目
 - PMA 品目
- 規則で定められたマーキングでは、部品が品質システムのもと耐空性を有していると確認されたということになります
 - ほとんどの場合、FAA 認証所有者だけが、安定した条件下でのみ、部品にマーキングできます
 - 製造承認所有者 (PAH) は、部品の耐空性を保証する負担を負います

What if You Buy Airbus
Parts from a US Distributor?



米国の配給業者から Airbus の部品を
買う場合は？

FAA AC 00-56B APPENDIX 1 DOCUMENTATION MATRIX – New Foreign PAH Parts (BASA)



CLASS OF PART	REQUIRED ON RECEIPT	REQUIRED FOR SHIPMENT
New parts produced by a non-U.S. PAH and approved under the provisions of a bilateral agreement between the United States and a foreign country or jurisdiction.	Regulatory airworthiness approval document meeting the requirements of the bilateral agreement between the U.S. and the nation that issued the production approval; document should meet the requirements that were effective at the time that the part was imported into the United States.	Certified true copy of the regulatory airworthiness approval document.

部品の分類	検収時の必要事項	出荷時の必要事項
米国以外のPAHにより製造され、米国と外国もしくは管轄地域との間の二国間互認協定に基づいて承認された新品部品。	米国と製造承認を出した国との間の二国間互認協定の要件を満たす規則上の耐空性承認文書。その部品が米国に輸入された時点で有効である要件を満たす必要があります	規則上の耐空性許可書の原本照合済複写物

EASA Form 1



1. Approving Competent Authority/Country		2. AUTHORISED RELEASE CERTIFICATE EASA FORM 1			3. Form Tracking Number
4. Organisation Name and Address:					5. Work Order/Contract/Invoice
6. Item	7. Description	8. Part No.	9. Qty.	10. Serial No.	11. Status/Work
12. Remarks					
13a. Certifies that the items identified above were manufactured in conformity to: <input type="checkbox"/> approved design data and are in a condition for safe operation <input type="checkbox"/> non-approved design data specified in block 12			14a. <input type="checkbox"/> Part 145.A.50 Release to Service <input type="checkbox"/> Other regulation specified in block 12 Certifies that unless otherwise specified in block 12, the work identified in block 11 and described in block 12, was accomplished in accordance with Part 145 and in respect to that work the items are considered ready for release to service.		
13b. Authorised Signature		13c. Approval/ Authorisation Number		14b. Authorised Signature	
13d. Name		13e. Date (dd mmm yyyy)		14c. Certificate/Approval Ref. No	
14d. Name		14e. Date (dd mmm yyyy)			
<p>USER/INSTALLER RESPONSIBILITIES</p> <p>This certificate does not automatically constitute authority to install the item(s).</p> <p>Where the user/installer performs work in accordance with regulations of an airworthiness authority different than the airworthiness authority specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts items from the airworthiness authority specified in block 1.</p> <p>Statements in blocks 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.</p>					

EASA Form 1-21 Issue 2.

JCAB-EASA Working Arrangement

ASA



1. Approving Competent Authority/Country		2. AUTHORISED RELEASE CERTIFICATE EASA FORM 1			3. Form Tracking Number
4. Organisation Name and Address:					5. Work Order/Contract/Invoice
6. Item	7. Description	8. Part No.	9. Qty.	10. Serial No.	11. Status/Work
					NEW
12. Remarks					
13a. Certifies that the items identified above were manufactured in conformity to: <input type="checkbox"/> approved design data and are in a condition for safe operation <input type="checkbox"/> non-approved design data specified in block 12			14a. <input type="checkbox"/> Part 145.A.50 Release to Service <input type="checkbox"/> Other regulation specified in block 12 Certifies that unless otherwise specified in block 12, the work identified in block 11 and described in block 12, was accomplished in accordance with Part 145 and in respect to that work the items are considered ready for release to service.		
13b. Authorised Signature		13c. Approval/Authorisation Number		14b. Authorised Signature	
13d. Name (dd mmm yyyy)		13e. Date (dd mmm yyyy)		14c. Certificate/Approval Ref. No.	
14d. Name		14e. Date (dd mmm yyyy)			
<p>USER/INSTALLER RESPONSIBILITIES</p> <p>This certificate does not automatically constitute authority to install the item(s).</p> <p>Where the user/installer performs work in accordance with regulations of an airworthiness authority different than the airworthiness authority specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts items from the airworthiness authority specified in block 1.</p> <p>Statements in blocks 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.</p>					

EASA Form 1-21 Issue 2.

製造承認所有者の署名

Authorized Signature from
the Production Organization
Approval Holder

JCAB-UK CAA Relationship



1. Approving Competent Authority/Country UK CAA		2. AUTHORISED RELEASE CERTIFICATE EASA FORM 1			3. Form Tracking Number
4. Organisation Name and Address:					5. Work Order/Contract/Invoice
6. Item	7. Description	8. Part No.	9. Qty.	10. Serial No.	11. Status/Work
12. Remarks					
13a. Certifies that the items identified above were manufactured in conformity to: <input type="checkbox"/> approved design data and are in a condition for safe operation <input type="checkbox"/> non-approved design data specified in block 12			14a. <input type="checkbox"/> Part 145.A.50 Release to Service <input type="checkbox"/> Other regulation specified in block 12 Certifies that unless otherwise specified in block 12, the work identified in block 11 and described in block 12, was accomplished in accordance with Part 145 and in respect to that work the items are considered ready for release to service.		
13b. Authorised Signature		13c. Approval/ Authorisation Number		14b. Authorised Signature	
13d. Name		13e. Date (dd mmm yyyy)		14c. Certificate/Approval Ref. No	
13f. Date (dd mmm yyyy)		14d. Name		14e. Date (dd mmm yyyy)	
<p>USER/INSTALLER RESPONSIBILITIES</p> <p>This certificate does not automatically constitute authority to install the item(s).</p> <p>Where the user/installer performs work in accordance with regulations of an airworthiness authority different than the airworthiness authority specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts items from the airworthiness authority specified in block 1.</p> <p>Statements in blocks 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.</p>					

EASA Form 1-21 Issue 2.

FAA AC 00-56B APPENDIX 1 DOCUMENTATION MATRIX

- New PAH Parts w/o documentation
- 文書がない新品 PAH 部品



CLASS OF PART	REQUIRED ON RECEIPT	REQUIRED FOR SHIPMENT
New parts produced by a U.S. PAH that are not accompanied by airworthiness approval and that do not bear part marking required by 14 CFR part 45.	Certified statement from seller as to identity and condition.	Statement as to identity and condition and that original certified statement is on file.

THIS CATEGORY WOULD NOT BE ACCEPTABLE UNDER THE JAPAN-US BILATERAL!

部品の分類	検収時の必要事項	出荷時の必要事項
耐空性承認の添付がない、米国PAHにより製造された新品部品かつ 14 CFR part 45で要求の部品マーキングを施していないもの。	買い主要求に適合している旨を認証する記述。	買い主要求に適合している旨を認証する記述とファイルしてあるオリジナルの承認証書と同一であるという記述。

本表の分類は日本と米国間の BASA では許容されていません!

FAA AC 00-56B APPENDIX 1 DOCUMENTATION MATRIX

– Used Parts – 使用済部品



CLASS OF PART	REQUIRED ON RECEIPT	REQUIRED FOR SHIPMENT
Used parts that have been maintained under 14 CFR part 43 (including 14 CFR § 43.17).	Approval for return to service meeting provisions of 14 CFR §§ 43.9, 43.11, or 43.17.	Approval for return to service.
Used parts that have been maintained under foreign maintenance standards but not maintained under.	Approval for return to service meeting the requirements of the foreign maintenance standards.	Approval for return to service. The documentation should clearly identify the applicable airworthiness authority.

部品の分類	検収時の必要事項	出荷時の必要事項
14 CFR part 43 (14CFR§43.17 CFR含む)に基づき管理されている使用済部品。	14 CFR §§ 43.9, 43.11, または43.17の規定に合致し、Return-to-service 承認されたもの。	Return-to-service 承認。
14 CFR part 43 に基づいて整備されていなく、外国の整備基準で管理されている使用済部品。	外国の整備基準要求に合致しており、Return-to-service 承認されたもの。	Return-to-service 承認。その文書には対象となる耐空証明発行局を明確に記すこと。

本表の分類は日本と米国間の BASA では許容されていません!

THIS CATEGORY IS NOT COVERED UNDER THE JAPAN-US BILATERAL!

FAA AC 00-56B APPENDIX 1

DOCUMENTATION MATRIX

– Other Stuff



CLASS OF PART	REQUIRED ON RECEIPT	REQUIRED FOR SHIPMENT
Consumable materials intended to be consumed in the maintenance, alteration, or preventive maintenance of a product or article.	Statement from seller as to identity.	Statement as to identity and that original seller's statement is on file.
Raw materials.	Physical and chemical properties reports traceable to heat code or lot number.	Certified true copy of the physical and chemical properties reports.
Standard parts.	Certificate of Conformity (C of C) from producer or seller verifying adherence to the appropriate requirements.	Certified true copy of the received C of C and statement that original certified statement is on file.

e.g. tape,
grease,
paint,
sealant,
etc.

例えば、テープ、
グリース、ペイ
ント、シーラン
ト...

FAA AC 00-56B APPENDIX 1 DOCUMENTATION MATRIX

– Other Stuff – その他 (P42 表和訳)



e.g. tape,
grease,
paint,
sealant,
etc.

例えば、テープ、
グリース、ペイ
ント、シーラン
ト...

部品の分類	検収時の必要事項	出荷時の必要事項
Product または article の整備、改造、予防整備で消費する消耗品。	買い主要求に適合している旨を認証する記述。	オリジナルの売り手の記述が保管され、それと同一であることを示す記述。
原材料。	熱処理コードまたはロット番号まで遡れる物理的・化学的特性報告書。	物理的・化学的特性レポートの原本照合済複写物。
標準部品。	然るべき要件に適合していることを検証する生産者もしくは売り手からの適合証明 (C of C) 。	受領した適合証明の原本照合済複写物と、オリジナルの適合証明が保管されていることを示す記述。

AC 00-56B APPENDIX 1 DOCUMENTATION

MATRIX – Used Parts w/o ARTS

–Return-to-service 承認がない使用済部品



CLASS OF PART	REQUIRED ON RECEIPT	REQUIRED FOR SHIPMENT
Used parts, products, and appliances without approval for return to service.	Certified statement from seller about identity and condition – must use an accurate descriptive term or narrative to describe condition, such as “as-is,” or any other term that accurately describes the current condition and conveys to the distributor that the part may not meet other categories of this matrix.	Statement about identity and condition and that original certified statement is on file. Must use an accurate descriptive term or narrative to describe condition, such as “as-is,” or any other term that accurately describes the current condition and conveys to the transferee that the part may not meet other categories of this matrix.

部品の分類	検収時の必要事項	出荷時の必要事項
Return-to-service 承認なしの、使用済の部品、products, and appliances	売り手からの現物名とその状態の認証記述書 – それには状態の正確な記述または経歴説明、“as-is” など現在の状態を正確に記述し、その部品がこの表の他のカテゴリに適合していないことを売り手に要求すること。	現物名とその状態を記載してあるオリジナルの認証記述書が file されていることの記述書 – それには状態の正確な記述または経歴説明、“as-is” など現在の状態を正確に伝え、買い手にその部品がこの表の他のカテゴリに合致していないことを伝える記述をすること。

本表の分類は日本と米国間 BASA では許容されていません!

THIS CATEGORY IS NOT COVERED UNDER THE JAPAN-US BILATERAL!

Other Industry Disclosures

この業界でのその他の部品情報の開示



Typically apply to used parts – not new ones

- Accidents
- Incidents
- Unusual environmental conditions
- Past installation in public aircraft

典型的には、使用済部品にみられる
– 新品ではなく

- 事故機に搭載されていたか
- 軽微な事故機に搭載されていたか
- 異常環境（極端なストレス・熱など）に晒されていたか
- 軍用機などのpublic aircraftにかつて装着されていたか

Questions?



Please feel free to ask questions

気軽に質問をどうぞ

IATA-CFMI Background



- In March 2016, IATA filed a complaint against CFMI
 - Complaint filed with the European Commission Competition Directorate
- Complaint alleged that CFMI had taken anticompetitive actions that harmed air carriers
- 2016 年 3 月、IATA は CFMI に対する訴状を File しました。
 - 訴状は EU 公正取引委員会でも File されました。
 - 訴状は、CFMI が航空会社に損害を与える反競争的行為を行ったと主張しました。

IATA-CFMI Agreement



- This summer, the IATA complaint was resolved through an Agreement between IATA and CFMI
- There appears to be no admission of culpability
- Agreement provides air carriers, MROs, manufacturers and other beneficiaries with rights

- **今夏、IATA への訴状は、IATA と CFMI との間の合意契約により解決しました**
- **有責性の認定はないようです**
 -
 -
 -
- **合意は航空会社、MRO、製造業者およびその他の受益者に権利を与えるものです**

What Does CFMI Say?



- *CFM does not prohibit others from using PMA parts, non-OEM parts or non-OEM repairs in its engines, and "when we sell a part to an MRO or airline, we don't have any strings attached to the configuration of the engine that they put it in," Bill Dwyer explains. "If they choose to put an OEM part next to a non-OEM part, that is their choice," he adds.*
 - Excerpt from Aviation Week interview with Bill Dwyer, GE Aviation Services Marketing Leader
- CFM は、CFM エンジンに対して、他社が PMA 部品、非 OEM 部品、または非 OEM 修理を使用することを禁止しません。また、「我々が MRO または航空会社に部品を販売する際に、エンジンの構成に条件を付けていません。」と Bill Dwyer は説明しています。「OEM 部品の隣に非 OEM 部品を付けることを選択するのは彼ら自身です。」と彼は付け加えます。
 - GE Aviation Services マーケティングリーダー Bill Dwyer との Aviation Week インタビューの抜粋

CFMI Conduct Details: Manual License Won't Inhibit PMA/DER



マニュアルライセンスはPMA/DERを禁止していません

CFM Has Agreed to:

- License its Engine Shop Manual to an MRO facility even if it uses non-CFM parts

This Means

- CFMI will not refuse to do business with an MRO because it uses non-CFM parts or repairs

CFM は下記に合意しています：

- MRO 施設が非 CFM 部品を使用している場合、エンジンショップマニュアルの使用を許諾すること

この意味は

- CFMI は、非 CFM 部品の使用や修理しているからという理由で、MRO との取引を拒否しません

CFMI Conduct Details

Any Shop May Use PMA/DER



どのショップもPMA/DERを使用していますよ

CFM Has Agreed to:

- Permit the use of non-CFM parts or repairs by any licensee of the CFM Engine Shop Manual

CFM は以下に合意しています：

- CFM エンジンショップマニュアルの被許諾者による非 CFM 部品の使用もしくは修理を許可する

This means

- CFMI will not inhibit independent MROs from using non-CFM parts or repairs

この意味は

- CFMI は、独立した MRO が非CFM 部品の使用や修理を禁止しません

CFMI Conduct Details

Anyone Can Obtain Parts/Services

誰でも部品/サービスを手に入れられます



- All Operators and MRO Shops, including Independent MRO Shops, can:
 - purchase CFM parts
 - purchase CFM services, including separate part repair services (including the repair of individual piece parts)
- from CFM, GE, Safran and/or their licensees, as applicable, on a non-discriminatory basis (i.e. irrespective of whether they otherwise utilize non-OEM parts or repairs).
- 独立した MRO ショップを含めて、すべてのオペレーターと MRO ショップは、以下ができます
 - CFM 部品の購入
 - 個別部品修理サービス（個々の部品の修理を含む）を含む CFM サービスの購入
- CFM、GE、Safran もしくはその被許諾者から、非差別的（すなわち、非 OEM 部品または修理を他の方法で利用するかどうかに関わらず）に適用されます。

CFMI Conduct Details Warranties Processed



CFM Has Agreed to:

- Honor warranty coverage of the CFM components and repairs on a CFM engine even when the engine contains non-CFM parts or repairs

This means

- CFMI will not refuse to honor a warranty merely because of the existence of non-CFM parts or repairs

保証について

CFM は以下に合意しています：

- エンジンに非 CFM 部品や修理品が含まれていても、CFM エンジンに装着された CFM コンポーネントと修理の保証をします

この意味は

- CFMI は、単に非 CFM 部品や修理の存在のために保証を拒むことはありません

CFMI Caveats



注意事項

- Whether CFMI's warranty applies depends on who is at fault
 - Lesson – for critical third party parts and repairs, make sure your source has adequate warranty provisions and insurance
 - Typically, modern MROs and PMA manufacturers recognize this air carrier priority and have warranty provisions at least equal to the OEMs, backed by adequate insurance

- CFMI の保証が適用されるかどうかは、誰が過失したかによって異なります

- レッスーン 重要 (Critical) な サードパーティの部品や修理の場合、その供給先が適切な保証条項と保険を付与していることを確認してください
- 典型的には、最新の MRO および PMA 製造業者は、航空会社の優先順位を認識しており、適切な保険に裏付けられた少なくとも OEM と同等の保証条項を有しています

CFMI Conduct Details

No Fee for Manuals



CFM Has Agreed to:

- Grant airlines and third-party overhaul facilities the right to use the CFM Engine Shop Manual without a fee

This means

- CFMI will not charge for the engine manual
- US law has always required the product manuals to be made available (*we have argued that fees inhibit compliance with the regulation*)

無償マニュアル

CFM は合意しています :

- 航空会社およびサードパーティのオーバーホール施設に対して、CFM エンジンショップマニュアルを使用する権利を無料で与えます

この意味は

- CFMI はエンジンマニュアル代を請求しません
- 米国の法律は、常に製品マニュアルを入手可能にすることを要求しています（私たちは手数料が規制の遵守を阻害していると主張しています）

CFMI Conduct Details: Non-CFM Parts Wont Preclude Sales



非CFM部品販売の締め出しは行いません

CFM Has Agreed to:

- Sell CFM parts and perform all parts repairs even when non-CFM parts or repairs are present in the engine

This means

- CFMI will not refuse to service an engine with third party parts or repairs,
- When the CFMI workscope is limited, CFMI will not remove non-CFM parts from a module on which it is not working,
- BUT expect CFMI to replace non-CFM parts or repairs within its workscope UNLESS they agree to a different workscope in writing

CFM は合意しています：

- エンジンに非 CFM 部品や修理がある場合でも、CFM 部品を販売し、すべての部品修理を行います

この意味は

- CFMI は、サードパーティの部品が搭載または修理されたエンジンの修理を拒否しません
- CFMI 作業範囲が限定されている場合、CFMI は非 CFM 部品がモジュールで動作していなくてもそこから取り除きません
- しかし、別の作業範囲に書面で同意しない限り、CFMI はその作業範囲内で非 CFM 以外の部品を交換したり修理をすることになります

CFMI Caveats



注意点

- CFMI wants to sell its own parts and repairs
 - Lesson – don't expect CFMI to facilitate your efforts
 - Nonetheless, the Agreement makes it easier for air carriers to use non-CFM parts or repairs (as well as third party MROs) without fear of CFMI retribution

- CFMI は部品を販売、修理したい
 - レッスン – CFMI は PMA 導入などの努力を促進すると期待してはいけません
 - それにもかかわらず、本合意により、航空会社は CFMI の報復を恐れないで、非 CFM 部品または修理（ならびに第三者 MRO ）を使用することが容易になります

CFMI Conduct Details Departure Record Request



整備記録要求

- The mere use of non-OEM parts or repairs in an engine does not preclude the evaluation of a Departure Record request for a CFM LLP
- *But see the SCOPE slide with respect to CIP*
- エンジンでの非 OEM 部品または修理のみの使用は、CFM LLP の整備記録要求の評価を排除するものではありません
- しかしながら、CIP に関する SCOPE スライドをみてください
 - CIP: Critical Influencing Parts

IATA-CFMI Agreement Scope



- The rights and remedies become effective February 28, 2019
- Agreement applies to CFMI and also to CFM, GE and Safran “personnel, shops and policies relating to CFM engines including all maintenance, repair and overhaul operations.”
- Agreement does not apply to Critical Influencing Parts (CIP)
- 権利と救済は 2019 年 2 月 28 日から有効になります
- 合意は CFMI、CFM、GE、Safran の”MRO のすべての業務を含む CFM エンジンに関する人員、ショップおよび方針”に適用されます
- Critical Influencing Parts (CIP) には適用されません

Critical Influencing Parts



- Some protections of the Agreement may not apply to some Critical Influencing Parts
 - This category is defined broadly
 - The CIPs are in a list in the Engine Service Manual

- **本合意の一部の保護は、一部のCIPには適用されない場合があります**
 - このカテゴリは広く定義されています
 - CIP はエンジンサービスマニュアルのリストにあります

Your Rights Under the Agreement: How Do You Assert Them?



あなたはそれをどのように主張しますか？

- Preliminary Steps
- Have a lawyer pursue your claims!
- The CFMI-IATA Agreement is complicated and assertion of your rights under the Agreement could waive other rights

- 準備段階
- あなたの主張は弁護士にお任せ！
- CFMI-IATA 合意は複雑であり、本合意に基づくあなたの権利の主張は他の権利を放棄する可能性があります

Your Rights Under the Agreement: How Do You Assert Them?



あなたはそれをどのように主張しますか？

- Preliminary Steps

- 準備段階

- Gather your evidence

- 証拠を残しておきましょう

- Gather and review evidence to ensure that you have a reasonable claim under the CFMI-IATA Agreement

- あなたが CFMI-IATA 合意の下で道理に合った主張ができるよう証拠を収集してレビューしましょう

Your Rights Under the Agreement: How Do You Assert Them?



あなたはそれをどのように主張しますか？

- Step One

- Present your concern to the CFM Liaison Officer
- This is an opportunity to first seek an amicable resolution of the dispute through the CFM Liaison Officer
- The Liaison Officer has 45 working days (subject to possible extension) to resolve the issue

- **ステップ 1**

- CFM 代理人に懸念事項を提示する
- CFM 代理人を通して、争いの友好的解決を初めて求める機会となります
- 代理人は、問題解決のために45 営業日（延長できますよ）要します

Your Rights Under the Agreement: How Do You Assert Them?



あなたはそれをどのように主張しますか？

- Step Two

- After 45 working days have passed since the presentation to the CFM Liaison Officer, you may:

- Directly initiate arbitration, or
- Present the matter to the Trustee

- ステップ 2

- CFM 代理人に提示後、45 営業日が経過したら

- あなたは:

- 直接の仲裁裁判を開始するか、
- この問題を交渉受託者に提示する

Your Rights Under the Agreement: How Do You Assert Them?



あなたはそれをどのように主張しますか？

• Step Three A

- Present the matter to the Trustee
- Trustee receives evidence and argument from both parties
- Trustee may ask CFM for information that is not available to you
- Trustee's decision is non-binding but may be enforced through arbitration (*after 60 days for CFM to implement the decision*)

• ステップ 3 A

- この問題を交渉受託者に提示する
- 交渉受託者は両当事者から証拠と主張内容を受けます
- 交渉受託者は、利用できない情報について CFM に尋ねることがあります
- 交渉受託者の決定は拘束力がないものの、仲裁により強制される可能性があります（CFM が決定を実施した60 日後）

Your Rights Under the Agreement: How Do You Assert Them?



あなたはそれをどのように主張しますか？

- Step Three B or Four
- Refer the matter to arbitration
- Arbitration takes place in New York, Paris, London or Geneva
- Remedies can include injunctive relief as well as money damages

- **ステップ 3 B または 4**
- **問題を仲裁に付する**
- **仲裁はニューヨーク、パリ、ロンドンまたは、ジュネーブで行われます**
- **救済には差し止め救済や金銭的損害賠償を含めることができます**

Questions?



Please feel free to ask questions

気軽に質問をどうぞ

Thank You



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