

All Suppliers to Delta Material Services (DMS) are required to use the following matrix to determine the trace paperwork required for DMS to accept the parts supplied.

Supplier Type	New Aircraft Parts *1 & *6	Serviceable Repaired Parts *1, *3, & *5	Unserviceable Parts (Repairable) *1	Standard Parts & Hardware *2, *3 & *7
FAA Production Approval Holder (Part 21)	PAH ARC	DMS will not buy	DMS will not buy	Certificate of Conformance
Distributor	Distributor's CoC & PAH - ARC	DMS will not buy	DMS will not buy	Mfg. Certificate of Conformance and Distributor's CoC
*5 Accredited Distributor	Distributor's CoC & PAH - ARC	DMS will not buy	DMS will not buy	Mfg. Certificate of Conformance and Distributor's CoC
Domestic Or Foreign Airline (Parts 121, 129, or 135)	PAH – ARC & Sales Ticket/Invoice	Sales Ticket/Invoice Authorized Release Certificate/ Return to Service	Sales Ticket/Invoice Non-Incident Statement	Sales Ticket/Invoice
Surplus Parts Provider (includes FAR 145 repair station, lessors etc.)	PAH – ARC Material Cert. Trace Documents	Material Cert. ARC/RTS Tear Down Report Non Incident Statement Trace	Material Cert. Non Incident Statement, Trace	DMS will not buy

Legend:

ARC - Authorized Release Certificate (New 8130, EASA Form 1, Canada Form One)	MC - Material Certification e.g. ATA-106, etc.	NIS - Non Incident Statement
PAH - FAA Production Approval Holder	ARC/RTS - Return To Service (8130, EASA Form 1, Canada Form One)	ST - Sales Ticket
SOC - Statement of Conformance (C of C - Certificate of Conformance)	TDR - Tear Down Report	Trace Documents , Documents that show name of the customer that originally sent the part to the 145 repair station all the way to DMS. If the supplier is the 145 that accomplished the repair, the trace can end with repair facility.

- *1. All Life Limited engine parts require time/cycle documentation. All Surplus Life Limited engine parts must be approved by Delta's Engineering Dept. prior to receipt. An Engineering Release form must accompany this shipment.
- *2. It is not acceptable to procure standard hardware from a Surplus Parts provider or a Part 145 Repair Station.
- *3. Material certification (MC) required from Repair Station, Airline, or Surplus Provider part is being procured from.
- *4. A Mini Pack provided by the vendor is an acceptable substitute for a Teardown Report.
- *5. Must comply with FAA AC 00-56 to be an accredited distributor.
- *6. All commercial parts must comply with FAA AC 21-45.
- *7. Traceability Unserviceable Parts: Documentation which verifies the ownership, manufacture, and history of a Part, removal tag. The documents must show the part came from one of the following approved sources;
 - A domestic air carrier certificated under 14 CFR Part 121 or 135.
 - A foreign air carrier certificated under 14 CFR Part 129.

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 SOC from the PAH/manufacturer is sufficient. The SOC must contain the same technical information as an FAA Form 8130-3.

All ATA106 documents sent to DMS must contain the following information:

Sellers Name, Customers Name, Sellers contract number, Customers contract number, Description of material, Part number, Serial number (if applicable), Quantity of parts sent, Part status, Obtained from, Last operator, Last certifying agency (if applicable), Repair station number (if applicable) , and Tracking number (if applicable).

Note: If one order is to be split into separate boxes, each box is to contain a full trace package for the part(s) contained in the box.