OPERATING LEASE OF AIRCRAFT

GUIDANCE ON AIRCRAFT LEASE DELIVERY AND RETURN

INTERNATIONAL AIR TRANSPORT ASSOCIATION

SAFETY & FLIGHT OPERATIONS

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INTRODUCTION

As of today, there are no common rules for aircraft delivery and return procedures.

In every case future Lessee should negotiate with his future Lessor regarding sequence of delivery steps and conditions of aircraft delivery.

Conditions of the Lease can be different, but steps of delivery usually happen in a certain standard sequence.

1. The Lessee requests and the Lessor provides documents and technical specifications
2. Basing on received documents the Lessee makes preliminary aircraft evaluation
3. The Lessor receives Letter of Intent (LOI) from the Lessee with major statements and figures for discussion
4. Signing of the LOI
5. Preliminary aircraft physical and records inspection by the Lessee
6. Drafting and evaluation of the Lease agreement
7. Signing of the Lease Agreement
8. Aircraft delivery check accomplishment
9. Bringing the aircraft in conformity with delivery conditions
10. Acceptance by the Lessee of the aircraft with signed Acceptance certificate after full Lessee’s and Lessor’s satisfaction of financial and technical conditions of deal
# Glossary

1. **AMM**  | Airplane Maintenance Manual  
2. **AMP**  | Airplane Maintenance Program  
3. **AFM**  | Airplane Flight Manual  
4. **APU**  | Auxiliary Power Unit  
5. **CAA**  | Civil Aviation Authority  
6. **CRS**  | Certificate Release to Service  
7. **CSO**  | Cycles since Overhaul  
8. **CSN**  | Cycles Since New  
9. **DFP**  | Dirty Finger Prints  
10. **EASA**  | European Aviation Safety Agency  
11. **EGT**  | Exhaust Gas Temperature  
12. **EO**  | Engineering Order  
13. **FCOM**  | Flight Crew Operation Manual  
14. **FAA**  | Federal Aviation Administration  
15. **IFE**  | In-Flight Entertainment  
16. **HSI**  | Hot Section Inspection  
17. **HMV**  | Heavy Maintenance Visit  
18. **LOI**  | Letter Of Intent  
19. **LLP**  | Life Limit Parts  
20. **LOPA**  | Lay Out of Passenger Arrangement  
21. **MSG**  | Maintenance Steering Group  
22. **MRO**  | Maintenance and Repair Organization  
23. **PCU**  | Passenger Control Unit  
24. **QRH**  | Quick Reference Handbook  
25. **RNP**  | Required Navigation Performance  
26. **STC**  | Supplemental Type Certificate  
27. **TSN**  | Time Since New  
28. **TSO**  | Time since Overhaul  
29. **WBM**  | Weight and Balance Manual
1. PRELIMINARY AIRCRAFT TECHNICAL CONDITION EVALUATION

The Airline (Lessee) should receive from the future Lessor technical reports and statuses of aircraft the more the better in order to evaluate:

- future expenses during aircraft Lease;
- aircraft compatibility with Lessee’s aircraft fleet;
- estimate costs of bringing the aircraft to conformity with airline’s requirements, if same aircraft type operated;
- overall efficiency of the aircraft Lease.

The Lessee should review and study the following issues and statuses:

- Maintenance status and heavy maintenance check history.
- Maintenance program of the previous aircraft operator. Is there are any deviations from standard manufacturer MPD?
- STC (Supplemental Type Certificate) status. Is there are any deviations from Type Certificate on the aircraft. If yes, need to understand are these deviations acceptable for local aviation authorities (CAA)? The local CAA may require the STCs deviations to be implemented and certified before airplane’s Certificate of Airworthiness issue. The contacts list for STC check can be found in ICAO Circular 95, Article 5.
- Engines status. It is known, that engines are the major cost drivers among maintenance cost structure, so the Lessee should get as much as possible information about the engines in order to predict and evaluate next maintenance events and cost of these events.
- Landing gears status. Last overhaul report. LLPs back-to-birth traceability, if Lessor requires having such back-to-birth history.
- Compatibility of equipment installed on airplane with rest of the Lessee’s fleet.
- Reliability Report for latest year, where the Lessee can find the list of issues, problems the aircraft had previously.
- Hard Time components’ status, that the Lessee can evaluate future expenses and reflect in the Agreement desirable delivery conditions. Also to see if there are any deviations for the Hard Time components from airline’s maintenance program. Transfer hard time should be driven by manufacturer’s MPD.
• Avionics list, where the Lessee can check equipment compatibility with his own fleet and check what needs to be installed additionally.

• Compliance with FAA, EASA, ICAO and Eurocontrol rules (if required).

• Current on-board documents and certificates, such as Certificate of Airworthiness, Registration, Radio frequency license, Noise certificate.

• Check Airplane Flight (AFM) and Weight and Balance (WBM) Manuals. Is any limitation or special requirements in these manuals? Check Supplemental AFM, are they complete and inserted to AFM?

• Check the Layout of passengers’ arrangement (LOPA). Is the LOPA certified by any CAA? The Lessor usually requires FAA or EASA certified LOPAs.

• Flammability Certificates for all interior materials as carpet, seat covers and cushions, curtains and other materials used on airplane and compliance with the Lessee requirements. Mostly based on regulatory requirements of FAA & EASA 25.853.

After having studied the aircraft’s documents, the Lessee can additionally evaluate costs of bringing the aircraft in compliance with local CAA requirements, airline’s fleet standards and, basing on these evaluations plan the most convenient time of aircraft back to the Lessor.

Basing on these data, the Lessee can:

• Negotiate with Lessor having solid arguments;

• Calculate and estimate the lease rate and rates of maintenance reserves for Lease term;

• Significantly decrease Lease rates during the negotiations with the Lessor at Letter of Intent stage.
2. LETTER OF INTENT (LOI) AND EVALUATION OF DELIVERY AND RETURN CONDITIONS

After preliminary records that are needed to make initial decision to proceed to lease are duly inspected and preliminary evaluated, the Lessee can start negotiating with the Lessor about Delivery conditions.

Basing on the knowledge of airplane’s configuration the Lessee can calculate or evaluate the parameters of Engines and Landing Gears, LLPs and other components and systems desired by the Lessee upon Delivery and Return of the airplane. But the Lessee should keep in mind that the Lessor always prefers to have the so called “mirror” conditions for the Delivery and Return. The harder Delivery conditions the Lessee would requires, the harder conditions the Lessor would require on Return.

The major statements regarding the Delivery and Return condition the Lessor expresses in the Letter of Intention (LOI), the more detailed conditions shall be reflected in the Lease Agreement.

The major items of Delivery and Return conditions are:

- Certification part, where the Lessor describes the Type Certificate and which Aviation Agency airplane is in compliance with;
- Site of the Delivery;
- The name of the MRO, which shall perform the Delivery check and by what Aviation Authority this check shall be certified. In most cases such MRO is selected by the previous lessee, and usually the base line for such MRO selection is EASA or FAA certified repair organization.
- The terms of the Airworthiness Directives compliance;
- Condition of the Airframe: a) what kind of maintenance shall be performed before delivery, and in accordance with which Maintenance Program. In most cases in accordance with MFG MPD and the AMP of the previous lessee.
- Condition of the Landing Gear and supplemental documents for the Landing Gear;
- Condition of both (or 4) Engines and all the necessary related engine documentation;
- Condition of APU and APU related documentation;
- Condition of the major components;
- Livery of the delivered airplane;
- Condition of the Interior and certification of used materials on the seats, carpets, curtains, floor mats, laminates and others interior materials installed as a result of the previous’ operator modification;
- Condition of the IFE (in-flight entertainment);
- Demonstration Flight place and duration, who (how many) of the personnel will be on board from both, or other parties of the Delivery process.

As said above, Return conditions usually “mirror” requirements to Delivery, but anyway it may depend on the case of the particular Lease.
3. PRELIMINARY PHYSICAL INSPECTION OF AIRPLANE AND TECHNICAL RECORDS

Usually, the LOI signing is followed by physical inspection, but it’s up to the Lessee when he would like to see airplane - before or after LOI. The Lessee can negotiate with the Lessor about the time of the physical inspection. Inspection ability and

The Lessee should send highly experienced staff for airplane’s inspection and shouldn’t be stingy on considering the travels, where necessary. As practice shows, the more Lessee knows about airplane before the acceptance the less money shall be paid for sudden findings after airplane’s acceptance.

It’s recommended to work out the check list before inspection basing on aircraft Type knowledge and most sensitive places in technical condition and technical records. As an example, during return of one of the Boeing’s 767, very serious technical problems on aircraft were found by next Operator’s representatives who were very experienced engineers, which can only be found by someone, who knows typical problems for this particular aircraft type.

It’s suggested that the specialists sent for inspection have the following background:

1) Base maintenance inspectors with significant experience, mechanic and avionics;
2) Highly experienced engineering staff, as avionics, mechanic, interior, engine engineers, structure engineers, who can evaluate technical records and airplane technical condition;
3) Technical pilots, or someone who can professionally evaluate manuals like AFM, FCOM, QRH and compatibility of airplane and it’s cockpit with the Lessee’s fleet.
4) This group should evaluate the following items:
5) Interior. It is one of the major items, which is necessary to check by highly qualified staff for compliance with aviation transport standards and compatibility with the Lessee’s sleet standards;
6) In Flight Entertainment (IFE) equipment and compatibility with the Lessee’s fleet standards;
7) Maintenance records’ condition;
8) Avionics equipment and compatibility with the Lessee’s fleet standards;
9) Modifications and records as to their performance, their acceptability by the Lessee’s Aviation Authorities;
10) Airplane Compliance with regulations of the Lessee’s Civil Aviation Authorities and the Lessee’s additional requirements if any;
11) General condition of airframe structure;
12) Reliability Program, if there is any long period repetitive defect on airplane, other reliability items;
13) Engines and APU technical and maintenance records.

Before doing the inspection, the Lessee should prepare its own Check List, which should be based on the knowledge and maintenance experience of the particular Aircraft Type.
The knowledge of aircraft condition after inspection can give to the Lessee more opportunities to reflect in the Lease agreement the following issues:

- Special conditions, which the Lessee considers as important or sensitive;
- Special requirements on aircraft return;
- Additional requirements in order to bring aircraft in acceptable for the Lessee condition.

After the inspection is completed, the team should work on the detailed inspection report with photos, so that every person involved in the operating lease can read, understand and evaluate the required information.
4. INSPECTION REPORT

Inspection report traditionally consists of the following parts:

1. Airplane General Data, such as Date of manufacturing, S/N, L/N, Total FH and FC
2. Airplane Weight and structural data like MTOW, MLW, etc.
3. Airframe Maintenance status. When the latest major Heavy Maintenance visits (HMV) have been done
4. The dates of the next HMVs in accordance with current operator’s Maintenance program.
5. Airplane operational status:
   - Landing category
   - Navigation Performance, as RNP capability
   - ETOPS category (90, 120, 180, 240)
6. Engines status:
   - Date of Last Shop visit
   - Lowest LLP life remaining or LLP status
   - Engine TSN / CSN at the last shop visit
   - Completion Date of last Performance Restoration shop visit
   - Engine TSN / CSN at the last Performance Restoration shop visit
   - Test Cell EGT Margin at Performance Restoration shop visit
   - Current Operating Thrust
7. APU status:
   - Manufacturer
   - Part Number
   - Date of manufacture
   - APU TSN / CSN
   - Completion Date of Last Hot Section Inspection (HSI) / Overhaul
   - APU TSN / CSN At Hot Section Inspection (HSI) / Overhaul
   - Cycles Remaining to 1st LLP Limiter (if applicable)
   - APU Annual Utilization (FH/FC)
8. Landing Gear status:
   - Gear TSN / CSN
   - Date of Last Overhaul
   - Gear TSN / CSN at Overhaul
   - Back-t- Birth traceability (is it available or not)
   - Type of Brakes, P/N and manufacturer
   - Type of Wheels, P/N and manufacturer
9. Interior Configuration, LOPA (including check for compatibility with Lessee’s fleet):
• First Class seats P/N, Manufacturer, inseat power, in-seat video, entertainment PCUs
• Business Class Seats P/N, Manufacturer, inseat power, in-seat video, entertainment PCUs
• Economy Class seats P/N, Manufacturer, inseat power, in-seat video, entertainment PCUs

10. Emergency Equipment Layout and compatibility with Lessee’s fleet
11. IFE system and compatibility with Lessee’s fleet
12. Airshow system and compatibility with Lessee’s fleet
13. Galleys: manufacturer, P/N, location, type. Compatibility with Lessee’s fleet:
   • Boilers: manufacturer, P/N
   • Coffeemakers: manufacturer, P/N
   • Trolleys: manufacturer, P/N
   • Additional equipment P/N and manufacturer

14. Interior major colour and photos
15. Lavatories and compatibility with Lessee’s fleet
16. Cargo Compartments: condition
   • Is any Cargo Loading system installed
   • Is any Smoke Detection system installed
   • Is any Fire suppression system installed

17. Fuel system:
   • Fuel Capacity
   • Auxiliary Tank installed or not
   • Fuel Instruments calibration KGs/ Lbs

18. Avionics equipment installed and compatibility with Lessee’s fleet
19. List of Temporary Structural Repairs
20. List of Software
21. Compliance with Lessee’s CAA requirements and equipment that needs to be installed or removed to comply with Lessee’s CAA requirements
22. Condition of the Maintenance Records
23. Evaluation of expenses during the Lease
   • Expenses (investments) evaluation to bring the airplane to the airline’s standards
   • Expenses (investments) evaluation to bring the airplane in compliance with local CAA requirements
   • Total estimated amount of expenses during the Lease
24. Conclusions
25. Useful to attach photos with comments for:
   • Cockpit with electrical power ON in order to collect maximum information regarding instruments arrangement and configuration
   • Passenger Seats
• Galleys
• Lavatories
• Cargo compartments
• Exterior
5. EVALUATION OF DELIVERY AND RETURN CONDITIONS IN THE LEASE AGREEMENT

5.1 Agreement

After LOI is signed, the Lessee should evaluate and sign the Lease Agreement with delivery conditions specified. It is the stage when the Lessee should particularly study each Clause word by word. It is critical to know how to analyse the major standard clauses form the Lease agreement.

5.1.1 Airworthiness certificate matters

Lessee should clearly understand what requirements the airplane has to meet upon delivery. Should the airplane meet requirements of FAA rules or EASA rules, what are Air Traffic Control (for example Eurocontrol) requirements and Lessee’s national CAA requirements?

Example from one of the Lease agreements:

“…The Aircraft will be in the condition required in order to meet the requirements for issuance of a U.S. Standard Certificate of Airworthiness for transport category aircraft issued by the FAA in accordance with FAR Part 21(Subpart K,L & S) and, in addition, to meet the operating requirements of EASA Ops 1 and Eurocontrol. Confirmation of deregistration of the Aircraft from the aircraft registry of the Prior Lessee’s state of registration will be provided to LESSEE prior to Delivery, to the extent available.”

Lessee should contact local CAA and ask what kind of Export Airworthiness Certificate and deregistration is required in order to register the airplane and issue Airworthiness Certificate. It’s better to take a sample of Export Airworthiness Certificate from state of the current airplane’s registration and demonstrate it to the local CAA inspector.

5.1.2 What Type Certificate will be supported on delivery

Sometimes operator (airline) can be mandated by the local authorities to put the statement in the Export Airworthiness Certificate that the airplane is in conformity with Airplane Type certificate of the importing country. Therefore, it’s strongly recommended, that Lessee should discuss all certification matters before signing the Lease Agreement in order to put all own certification requirements of Delivery Condition in the Agreement.

Lessee can also request the additional statements about the airplane from the third parties, or independent inspectors (like DAR for example) who can issue the statement, that the airplane is in full compliance with USA FAR 21 (Subpart K, L & S) and FAR 121 chapters, or EASA OPS 1 requirements.
5.2 General condition at delivery

Here Lessee should pay attention on the following questions:

- Which Maintenance Program (MP) will Lessee use as reference for MP compliance? Will it be manufacturer’s airplane Maintenance Program or Maintenance Program approved by local CAA?
  
  For example:
  
  “…The Aircraft, Engines and Parts will have been maintained and repaired in accordance with Prior Lessee’s maintenance program and the rules and regulations of the **** aviation authority.”

- ADs requirements on delivery
  
  For example, Lessors sometimes put to LOI or Agreements such wording:
  
  “… All airworthiness directives which are issued by aviation authority or the FAA prior to the Delivery Date of the Aircraft and requiring compliance (either by means of repetitive inspections, modifications or terminating action) prior to Delivery of the Aircraft will have been performed on the Aircraft on a terminating action basis. Any airworthiness directives of FAA which must be completed within six (6) months after the Delivery Date will also have been performed on a terminating action basis. Airworthiness directives of the aviation authority or FAA which require compliance prior to Delivery or within six (6) months after the Delivery Date and do not have a terminating action will be accomplished at the highest level of inspection or modification possible.”

  Lessee should pay careful attention to such words as “terminating action basis”. This statement normally means high expenses on terminating actions by Lessor prior to delivery, but same high expenses for Lessee upon return. Lessee should analyse what is more beneficial: accept the airplane with ADs on “terminating action basis” or accept the airplane just in compliance with ADs requirements like “repetitive inspection, modifications”, having in mind that Lessee shall return the airplane with “mirror” requirements to delivery.

- Deviations, carry-overs, alternate mean of compliance
  
  Lessee should pay attention at deviations, carry-overs, alternate mean of compliance which can be present on the airplane from previous operators, as Lessee can face undesirable surprises from the previous operator’s Maintenance program, ADs, STCs, repairs. It’s recommended to put to the LOI and agreement such wording as:
  
  “… If any waivers, deviations, alternate means of compliance, extensions or carry-overs with respect to maintenance or operating requirements, repairs or Airworthiness Directives are granted by the aviation authority or permitted by Prior Lessee’s maintenance program, such maintenance or operating requirements, repairs or Airworthiness Directives will nonetheless have been performed as if such waivers, deviations, dispensations, alternate means of compliance, or extensions or carry-overs did not exist.”
As an example, the previous operator could have an extended overhaul interval for one or several components, approved by local CAA. While, by the rules of the next operator and his CAA, this interval is not approved and is not, therefore valid. This may result in need to make overhaul at the transfer check which would be the cost of the previous operator or Lessor and benefits Lessee.

Lessee should pay attention on delivery of vendor kits from the previous operator at no charge. Usually Lessors put such wording in the Agreement:

“… All vendor and manufacturer’s no-charge service bulletin kits ordered and received by previous operator for the Aircraft but not installed on the date of delivery will be delivered on board the Aircraft.”

**Fluid leaks on airplane**

Lessee should pay attention at the Clause about fluid leaks on the airplane. Sometimes Lessor puts to the Agreement wording, that:

“… The Aircraft will be free of any leaks which are found to be outside Manufacturer’s maintenance manual limits. Any temporary fuel leak repairs will have been replaced by permanent repairs.”

Lessee should clarify, what will be more important and cost saving for him as an operator: to accept the airplane with fluid leaks within the limit in accordance with Airplane Maintenance Manual and redeliver airplane with same condition, or deliver the airplane with no any leak and redeliver it with the same condition without any leak. If Lessee is going to operate the airplane for very long term or even until the airplane will be grounded in the desert, it’s better to accept the airplane with no leaks at all for the new aircraft and no leaks outside of AMM for used aircraft.

### 5.3 Condition of Engines and APU

There are might be various conditions regarding engines and APU in the agreement.

For example:

“… Provide evidence to LESSEE’s satisfaction that the Engine historical and technical records, borescope inspection, trend monitoring and power assurance run specified do not reveal any condition which would cause the Engines or any module to be unserviceable, beyond serviceable limits or serviceable with an increased frequency of inspection or with calendar time, flight hour or flight cycle restrictions under Manufacturer’s aircraft maintenance manual. If the Engine historical and technical records and/or condition trend monitoring data of any Engine indicate an acceleration in the rate of deterioration in the performance of an Engine, correct, to LESSEE’s satisfaction, such conditions which are determined to be causing such accelerated rate of deterioration Each Engine will meet all of the following: (i) Each Engine will have at least *** hours and *** cycles remaining to operate until its next inspection, Overhaul or scheduled removal; (ii) Each Part of an Engine which has a life-limit will have at least *** cycles remaining to operate until its next removal per the Engine manufacturer’s limit.”

Or, for example:
“... Each Engine will have not less than *** Cycles remaining to the next off wing Performance Restoration shop visit. With Lessor and/or its representatives present, shall be performed a full and complete hot and cold section videoborescope inspection on each Engine in accordance with the Engine Manufacturer's maintenance manual. If the Engine historical and technical records and/or condition trend monitoring data of any Engine indicate an abnormal acceleration in the rate of the deterioration in the performance of an Engine, Lessee will correct, to Lessor's satisfaction, such conditions which are determined to be causing such abnormal accelerated rate of deterioration. With Lessor and/or its representative present, Lessee will accomplish a Power Assurance Run on the Engines in accordance with the Aircraft Maintenance Manual. Lessee will provide evidence to Lessor's satisfaction that the Engine historical and technical records, borescope inspection, trend monitoring and other checks specified in this paragraph do not reveal any condition which would cause the Engines or any module to be on wing for less than *** Cycles, unserviceable, beyond serviceable limits or serviceable with an increased frequency of inspection or with calendar time, Flight Hour or Cycle restrictions under the Engine Manufacturer's maintenance manual. In the event the Engine historical and technical records, borescope inspection, trend monitoring and other checks specified in this paragraph result in a dispute regarding the conformity of an Engine with the requirements of this paragraph, Lessee and Lessor will consult with the Engine Manufacturer with regard to determining if such Engine complies with the requirements of this paragraph and a manner in which any discrepancies from the requirements of this paragraph will be rectified at Lessee's cost. No Engine (and no module thereof) shall be (i) “on watch” or subject to special or reduced inspection intervals or (ii) exhibit any adverse trends or indicate a rate of acceleration in performance deterioration that is higher than normal, provided that such limitations will not reduce the aggregate of remaining life to the off-wing full Performance Restoration removal.

If the Engine historical and maintenance records and/or trend monitoring data indicate a rate of acceleration in performance deterioration of any Engine which is higher than normal based on the Manufacturer’s and the Lessee's maintenance experience in operating such engines, the Lessee will, prior to return, correct or cause to be corrected such conditions which are determined to have exceeded the Engine Manufacturer's maintenance manual tolerances or otherwise be causing such performance deterioration.”

So, Lessee should evaluate his average annual airplane utilization during the Lease term in order to know what remaining cycles of the Engine LLPs and performance remaining he would have at the end of the Lease term.

5.4 Components' remaining life

Lessee should compare the studied maintenance statuses of Parts and Components with the remaining life requirements proposed by Lessor and, if possible, insist on most beneficial Flight Hours and Flight Cycle remainder.

For example, extraction from the agreement:

“...

(a) The Aircraft will have at least 4,000 hours remaining to operate until its next scheduled "24,000 hour" check (excluding hours consumed on the acceptance flight).
(b) The Aircraft will have zero (0) hours consumed since its last "C" check (or equivalent) (excluding hours consumed on the acceptance flight) and will be cleared of CPCP tasks for at least 18 months, 4,000 hours and 4,000 cycles.

(c) Each Engine will meet all of the following: (i) Each Engine will have at least 5,000 hours and 3,500 cycles remaining to operate until its next inspection, Overhaul or scheduled removal. (ii) Each Part of an Engine which has a life-limit will have at least 3,500 cycles remaining to operate until its next removal per the Engine manufacturer's limit.

(d) The APU will be serviceable.

(e) Each leg of the Landing Gear will have at least 3,000 cycles remaining until the next inspection, Overhaul or scheduled removal.

(f) Each Part of the Airframe, Engine or APU which has a hard time limit pursuant to the MPD will have at least 4,000 hours and 4,000 cycles remaining to operate until its next scheduled Overhaul or scheduled removal pursuant to the MPD.

(g) Each life-limited Part of the Airframe or the APU will have at least 4,000 hours and 4,000 cycles remaining to operate until its next scheduled replacement pursuant to the MPD (in case of an Airframe life-limited Part) or the APU's manufacturer's limit (in case of an APU life-limited Part).

(h) Each Part which has a calendar time limit will have at least 12 months remaining to operate until. If a Part with a calendar time limit has a total approved calendar time remaining pursuant to the MPD of less than 12 months, then such Part will be delivered with 100% of its total approved calendar time remaining until removal.

(i) No Part will have total hours or total cycles since new greater than one hundred ten per cent (110%) of that of the Airframe and, with respect to all such Parts as a group, such Parts will have an average total time since new no greater than that of the Airframe.”

5.5 Condition of Interior

Condition of interior depends on age of the airplane, age of seats and the way they have been maintained by the previous operator. Here the same principle of “mirror” conditions would apply: the better condition of interior Lessee will require on delivery, the more money will be spent by Lessee on return. Usually, Lessors are using the term “tear and wear” to describe the condition of interior for the used airplane. That means in respect of an aircraft the normal in-service wear (but not damage) relating only to an item of interior furnishing, fittings, trim, wall panels, or bulkheads, doors, floor panels, ceilings or other interior (including cargo bay) equipment to be worn or to have such level of acceptance deterioration which is relevant to normal operational use and which does not affect the utility, serviceability, operation, value and/or normal use of such item.
Practice shows, that condition of interior is a most disputed item of inspection on delivery and delivery. The advice for Lessee to avoid such dispute is to describe the requirements to interior in the agreement as clear and as precisely as possible. For example:

“… The Airframe interior (including the deck, as applicable) will be in the following condition:

6 all of the ceiling, sidewall and bulkhead panels will be serviceable, in good condition, secure, clean, free of cracks and stains. All the ceiling, sidewall and bulkhead panels will meet EASA and FAA fire resistance regulations in effect at Return;

• all of the passenger service units and overhead lockers will be serviceable, in good condition, secure, clean, free of cracks and stains;
• all of the carpets, seat covers and seat cushions will be serviceable, in good condition, secure, clean, free of tears and stains and will meet EASA and FAA fire resistance regulations in effect at Return;
• all of the seats will be serviceable, in good condition, secure, clean, free of cracks and stains;
• all of the mandatory signs and decals will be serviceable, in good condition, secure, clean and legible;
• the vestibule, toilet and galley areas and equipment will be serviceable, in good condition, clean, free of cracks and stains. All vestibule, toilet and galley floor coverings will be serviceable, in good condition, secure, effectively sealed, clean and free of tears and stains;
• all of the loose equipment will be complete and fully certified; audio and video equipment shall be fully serviceable and in good operational condition;
• all of the floor panels will be serviceable, in good condition, secure, free of soft spots and delamination;
• all in-flight entertainment systems shall be fully operative and all IFE seat functions will be serviceable;
• all cabin emergency equipment, including but not limited to, life vests, life rafts and emergency slides, shall be on board, shall be fully operational, and shall have a minimum of eighteen months’ time remaining (or 100% of the available life if the interval is less than said months) until the next overhaul or replacement, as feasible.
• all of the cargo compartment panels will be serviceable, in good condition, secure, clean and free of cracks.

Any repairs will be permanent repairs according to the Structural Repair Manual and the Maintenance Manual; and all of the cargo compartment nets will be serviceable, in good condition and secure. All the ceiling, sidewall and bulkhead panels will meet EASA and/ or FAA fire resistance regulations in effect at Return; and in the cockpit, all decals and placards shall be in English, clean, secure and legible, instrument panels will be repainted as necessary, all fairing panels shall be free of stains and cracks, and shall be clean, floor coverings shall be clean and effectively sealed and cockpit seat covers shall be fully serviceable, in good condition, and clean.”

5.6 Condition of Brakes and Tyres

It’s suggested to state in the agreement such wording regarding condition of Brakes and Tyres:

“… Each Landing Gear tire and brake will have at least fifty percent (50%) of its wear remaining.”

Otherwise Lessee may find out that the brakes and tyres should be changed even or right before departure from the place of delivery to its home base of operation after the inspection and delivery check is completed.
6. DELIVERY

Lessee should send to place of delivery highly experienced staff or hire technical consulting companies, who have large experience with delivery and return of the airplanes.

Before the beginning of the delivery process Lessee should know:
- Place of the inspection and how to reach this place.
- How quickly possible to get the visa documents and other travel permissions, if required?
- MRO company, which will perform the delivery check or another kind of maintenance agreed between Lessor and Lessee.
- Can MRO facilitate the whole delivery team for the duration of the check I required?
- Are communication means as scanners, printers, telephones, internet available at the facility?
- How the transportation of the inspectors will be organized between MRO facility and hotel? (Usually Lessee responsibility).
- Is there any limited access to the places where the aircraft and maintenance records are?
- Where is the location of the records and where is the airplane? Both of them should be at the same place, or at maximum, short walking distance.
- How the Test Flight will be organized, is any limitation on number of participants due to local regulations; is there any special pass for the Test Flight?
- How the Ferry Flight will be performed from delivery location to the base of future airplane operation?
- Is there custom clearance for spare parts and components needed?
- What MRO company will perform the post-delivery airplane maintenance?

6.1 Delivery Schedule

Lessee should get from Lessor the delivery schedule in order to plan the arrival of the staff to the place of delivery. Schedule will allow saving money on staff accommodation and travel costs for Lessee.

Essentially Lessees and Lessors would like to minimize money and time for staying at the delivery location, or cost of accommodation of employed technical consultants, inspectors. But, it’s impossible to predict what kind of unexpected problems and findings Lessee and Lessor can be faced. The example for delivery schedule is given below:
- Schedule of Delivery Check (C-check) and End date of such Check
- Schedule of painting works, if available. Sometimes painting can be accomplished together with C-check, sometimes after delivery check
- Date of Final physical inspection of the airplane, functional checks observed by Lessee
Physical inspection should be done after C-check, when CRS is issued. The sequence of steps for physical inspection should be mutually agreed before the beginning of the inspection and should be stated in the agreement.

Otherwise Lessee might have a lot of discussions with Lessor regarding the time of the airplane inspection, whether it should be done during C-check or just immediately after C-check. Lessee has to insist on physical inspection and observation during the delivery check. The reason is, for example, structural repairs and damages, which is better to reveal when the paint is removed. Or, many opened places for inspection during the check, where Lessee can inspect desired place. These findings can be fixed on Lessor’s cost. Sometimes Lessor can promise that the defects revealed during the check would be fixed and it's a big risk to rely on promises. Therefore the physical inspection should be done before or during the delivery c-check and the final physical inspection should be done when the c-check is completed and CRS is issued.

- End date of Painting work
- Date of Test Flight following C-check and functional checks completion.

After the test flight all the findings has to be fixed on the terminating basis by Lessor, if so provisioned by the agreement. It is recommended, that all findings revealed during the test flight should be rectified and terminated and no any OPEN item should remain. It plays a significant role during deregistration and registration process in another state, when Lessee should demonstrate airworthiness to the local CAA and the previous operator should contact his local CAA to issue export airworthiness certificate.

- Date of CRS issue (after the delivery c-check and the final works are done)
- Date of engines run test
- Date of engines and APU borescope inspections

Engines Run test can be done before or after the flight test. It’s not as critical as moment of the engines borescope inspection

- Delivery Date

6.2 Delivery maintenance check

During the maintenance (delivery) check the delivery team should make sure that:

1. The documentation of the maintenance status of the airplane and relevant technical records correspond to delivery conditions stated in the lease agreement. The approximate list of documents is given in the Annex 1.
2. The physical technical condition of airplane corresponds to delivery conditions. It's suggested, to engage very experienced base (heavy) maintenance inspectors, who can find and determine any deviations at the inspected zones, basing on approved data. All findings should be listed in details and sent to Lessor for rectification.

After delivery check is finished and CRS is signed and issued, Lessee’s delivery team can start functional and operational checks, the list of which should be mutually agreed between Lessor and Lessee. When Lessee has verified and confirmed, that the technical condition of the airplane satisfies the requirements, at this stage, Lessor may start preparation for the test flight. As the previous lessee still has the possession to the aircraft, the Lessee can witness and control such checks.

6.3 Test flight

The test flight program should be agreed by Lessor and Lessee before the test flight, because the programs used for the test flight can very different. As example, the previous operator’s test flight program can be used, which aircraft manufacturer is based on recommends of. Or Lessor can use aircraft manufacturer’s test flight program. During the test Lessee’s representatives should observe operation of all the systems in the cockpit and in the passenger cabin. Aircraft’s water tanks should be filled up with water for testing the water system and lavatories during the flight. After the test flight both parties, Lessor and Lessee should organize a briefing, where they can mutually make conclusion about the necessity of the repeated test flight.

After the test flight the engine run test is done for the purpose of engines performance demonstration if and as it was written in the Lease agreement.

The final stage of airplane’s physical inspection is borescope inspection of the engines and APU, where Lessee should check on condition basis and reassure that there are no damages, or defects, which can cause the removal of Engine or APU, or there is no deterioration of engines’ or APU’s performance. Borescope inspection should be recorded on video. This can be useful it in case of any disputes with Lessor or insurance companies in case of an engine malfunction or damages during the aircraft operation. It may be helpful as a reference upon the airplane return as well. However such inspection is not required by manufacturer and is driven by Lessee’s “on condition” requirement.

6.4 Deregistration and registration of airplane

If there are no significant findings during the final physical inspection (which is unlikely to happen), Lessor can ask the previous operator to contact his local CAA regarding the Export Airworthiness Certificate and Deregistration Letter (notice) or Certificate (depends on local CAA rules).
As soon as Lessee receives both certificates Lessee and Lessor can sign Acceptance Certificate, which usually described and given as a template in the lease agreement.
7. RETURN

As practice shows, return of an aircraft is much more complicated than its acceptance to operation. The more accurately Lessee will checks technical documents and aircraft condition, the less problems Lessee will have on return.

Major steps for Return are:
1. Working out the return work scope in accordance with the lease agreement return conditions
2. Evaluation of return costs
3. Accomplishment of return check, if applicable by the agreement
4. Accomplishment of physical inspection by Lessor
5. Accomplishment of test flight
6. Accomplishment of engines run test
7. Accomplishment of engines and APU borescope inspection
8. Airplane compliance to return conditions
9. Finalizing the delivery technical documents
10. Export Airworthiness Certificate issue, if applicable
11. Signing of return acceptance certificate
12. Deregistration of airplane by Local CAA, if applicable

Let’s specify every step.

7.1 Working out the return work scope in accordance with the lease agreement return conditions

Lessee should start preparation for return not later than 3 months before return check planned date. Some operators even tend to start 6 months before. One of the major problems on return which is usually experienced by Lessee is the condition of the passenger seats. Sometimes Lessee can accomplish return check, but interior and passenger seats could be still not finished. The reasons are: the lack of spare parts on the market for old seats, which have age more than 10 years old; long lead time for parts manufacture and delivery (30-60 days).

If the condition of the interior and passenger seats is poor, Lessee should start evaluate in advance what has to be done, what parts has to be ordered in the market in order to bring condition of interior and seats in compliance with the agreement’s requirements as soon as possible. Otherwise Lessee can face substantial financial losses as an extra lease fee while waiting for the spare parts. In practice there were cases of two months delay when Lessee has been waiting for spares and should pay to Lessor the lease fee for all this time. For a narrowbody aircraft it may be not a big amount, while for a Boeing-777 or A330/340
that might be very big loss for Lessee and big profit for Lessor, because the airplane is not operated, but money are still coming to Lessor’s pocket.

7.2 Evaluation of return costs

Evaluation of the expenses is based on:
✓ Return conditions in the Agreement (i.e. whether the aircraft meets the return conditions described in the Agreement);
✓ Maintenance conditions in the Agreement (i.e. how the operator / Lessee followed the maintenance requirements to the aircraft during the whole period of Lease).

7.3 Accomplishment of return check, if applicable by the agreement

First of all Lessee has to evaluate work scope for return check which can include:
✓ Routine works
✓ Non Routine works
✓ Painting
✓ Test flight
✓ Engine Run test
✓ Engines and APU borescope inspection

When Lessee redelivers the airplane, he should think about place of repainting, because some MRO cannot provide required temperature for painting, if it’s a cold season. This circumstance can delay or cancel painting at all.

7.4 Accomplishment of physical inspection by Lessor

Physical inspection should be done after all the works related to the return check are accomplished. Lessee has to give Lessor opportunity to check all the items as provided by the agreement. The list of checks should be mutually agreed before the inspection starts in order to avoid argument with Lessor. It’s recommended to restrict time for watching on airplane for Lessor’s Representatives.

7.5 Accomplishment of test flight

Test flight program is usually based on the airline test flight program or aircraft manufacturer’s test flight program, but still, it should be agreed between Lessor and Lessee and reflected in the lease agreement. Lessee should pay attention on such issues like: is there any restriction in number of participants; are there any restrictions in access to location where the airplane is, as Lessor’s representatives and next operator’s
representatives may need special passes; are there any restrictions in time for getting test flight permission and accomplishment.

For example, in several countries the test flight would be permitted during night time only. Hence the crew would not be able to accomplish the full program of the test flight due to the night time restrictions by local CAA. The conditions of return in the lease agreement related to the test flight can be very different, for example:

“... Immediately prior to the proposed return of the Aircraft, LESSEE will carry out for LESSOR and/or LESSOR’s representatives an Aircraft acceptance flight in accordance with Manufacturer’s standard flight operation check flight procedures or, if agreed to in writing by LESSOR, in accordance with an airline acceptance flight procedure, either of which will be for the duration necessary to perform such check flight procedures but in any event not less than two (2) hours. Flight costs and fuel will be furnished by and at the expense of LESSEE.”

Mostly, the demo flight on used A/C is the standard commercial flight and there is no need for excess or more risky checks on a fully operating and certified aircraft.

7.6 Accomplishment of the engines run test

Or Maximum Power Assurance Test.

The purpose of Engines Run-up is to ensure that all engines achieve levels of engine parameters described in the agreement. Lessee should send a representative for the engines run-up to be sure that all the procedures were followed properly in accordance with the Maintenance Manual and available trend to determine health of engine.

7.7 Accomplishment of engines and APU borescope inspection

It’s a last step of inspections before return. Example from return conditions in agreement:

“...With LESSOR or its representatives present, perform a full and complete hot and cold section videotape borescope on each Engine and its modules in accordance with AMM.”

Often a lot of argues happen after the borescope inspection has been done and damages found. Engines are the biggest value of the aircraft’s parts. So, it is suggested to invite the company for borescope inspection with good experience and reputation. But, experience shows, that even after the inspection is done by highly professional staff, the parties still request engine’s or APU’s manufacturers for clarification and final evaluation of engine / APU.

7.8 Airplane compliance to return conditions
When all the major steps of the return process are done, Lessee can approximately estimate what time and what additional resources may be required in order to redeliver the airplane. The time and the resources will depend on the findings during the Test Flight, Borescope inspection, Engines Borescope inspection.

When Lessee completed all required inspections provided by agreement and major problems are known, including what spare parts are to be ordered and lead time for delivery of these spare parts, Lessee can estimate date of return, which is the most awaited information for Lessor. Lessee can also estimate the issue moment for the export Certificate of Airworthiness and Deregistration certificate. What is the first: Return certificate or Export Certificate of Airworthiness with Deregistration? Usually it’s depends on Lessee’s and Lessor’s CAA. As sometimes CAA would need Return Certificates firstly in order to issue Export Certificate of Airworthiness and Deregistration. So, this issue should be mutually discussed between Lessor and Lessee before the return.

7.9 Finalizing the delivery technical documents

All the maintenance and technical records should be updated in compliance with the airplane’s latest utilization data after all necessary maintenance activities has been finished on the airplane. Sometimes, it takes few days in order to bring all related records and documents in acceptable condition for Lessor.

7.10 Export Airworthiness Certificate issue, if applicable

As soon as the aircraft is brought in compliance with airworthiness requirements, Lessee can ask local aviation authority to issue Export Airworthiness Certificate. The content of this Certificate should be mutually agreed before by Lessee’s and Lessor’s CAAs, otherwise Lessee can face the delay just because of the differences between national CAA’s documentation standards or national Type Certificates and Lessor’s or next operator’s.

7.11 Signing of return acceptance certificate

Lessee or Lessor should prepare the acceptance certificate in the form stated in the lease agreement. The certificate should contain major aircraft’s maintenance and configuration data. All the calculations of remaining lease payments shall be based on the data provided in the return acceptance certificate.

7.12 Deregistration of airplane by Local CAA, if applicable

Lessor and Lessee should agree with the local CAAs on the form of the Deregistration certificate. Would it be a certificate, or just a telex message, or a fax from local CAA to CAA of the next registration? It should be agreed in order to reach the soonest registration for the next operator’s CAA. Otherwise airplane which
stays without any registration is under big risk. In case of any damage, this airplane will not be likely covered by any type of insurance because the airplane doesn’t have any registration. Also, sometimes the MRO cannot perform any work on the airplane during this period due to the legal issues. So, naturally many Lessors would desire deregistration and registration to be done as soon as possible.
8. RETURN FEATURES AND GENERAL RECOMMENDATIONS

First of all Lessee should understand, that the bigger is the aircraft, the more difficult will be the return process. For example, for Boeing - 767 or A330 the normal term for return would be approximately two months, since the return check is started till the return acceptance certificate is signed.

Lessee should pay attention special attention at the condition of interior. If condition of seats is very far from the required by the agreement, it would be better to remove all the seats and send them to the repair shop, rather than repair the seats on the site with the airplane. Practice shows, that it would be cheaper and more effective, especially, if the seats are more than 10-15 years old. For the seats over 10-15 years in operation it is highly difficult to find spare parts on the market. Also, it’s usually takes a very long lead time to supply such parts; sometimes it may take up to 1 or 2 months.

Lessee should also evaluate risks of delay during delivery process. If Lessee has signed contract with MRO with a very tight slot for return check, then it would be better to accomplish just scheduled routine works. After that Lessee can move airplane to another place, where all the rest stages of the return can be easy accomplished, such as flight test, additional works and other in order to bring the airplane in compliance with return conditions. Often after the return check, MRO doesn’t want to keep the airplane in the hangar, if it still needs some minor works to be done and waiting for the spare parts. This works do not bring the MRO big profit, but may be very important for the customer (Lessee or operator) for the return. Very often the next operator can delay the acceptance intentionally, when the minor works are not accomplished, in order to avoid costs for the hangar. So in this case Lessee pays high cost for the hangar or parking space at the MRO. At the same time large MROs try to push out the airplane from their hangar and parking places, because they already have slot waiting for the next customer. So, for the final stage of the return, sometimes, it may be better to move the airplane to the other facility, with less tight slot schedule, cheaper man hour rate and parking fee, and accomplish the acceptance there.

In any case along the return process, all the movements of the airplane should be agreed between Lessor and Lessee before the return process has started.

It would be impossible to describe all the details of such a specific process as delivery and return of an aircraft from or to Lease. It is only the experience that can teach the necessary skills for this topic. Every time there would be new knowledge to pursue, as there is never 100% similar delivery or return processes even for two aircrafts of the same type and same age. Each aircraft would have its own identity, history and problems. And every time there will be different people, different mentalities, different places, different operators and Lessors.
ANNEX 1

LIST OF THE AIRCRAFT RECORDS AND DOCUMENTATION REQUIRED FOR DELIVERY AND RETURN

(The numbering is arbitrary and does not refer to any established standard)

A. Certificates

A000 Type certificate Data Sheet
A001 Certificate of Airworthiness
A002 Current Aircraft Registration
A003 Export Certificate of Airworthiness
A004 Noise Limitation Certificate
A005 Radio Station License
A006 Certificate of Sanitary Construction (Only USA registered A/C)
A007 Aircraft De-registration confirmation
A008 Burn Certificates – Cabin Interiors – as follows:

- Certification of compliance with the fire blocking requirements as outlined in FAR/JAR Part 25 for Pax, CCRA, VCC, 1 & 2 Observer seats, C/A seats Part 25.853
  - A) Seat cushions*
  - B) Dress covers*
  - C) Carpets
  - D) Curtains
  - E) Interior surfaces (if refurbished) Flight Deck seat covers/ cushions not required by FAA 25.853

*Including 'in-combination' burn certification

B. Aircraft Maintenance Status Statement / Summaries

B000 Aircraft Status at Delivery (Covered in the Delivery / Return Receipt)
B001 Certified status of Airworthiness Directives

A) Airframe
B) Appliances
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B002 Certified Life Limited Parts Status, Airframe Parts
B003 Certified Listing of Hard Time Components
B004 Certified Listing of OC/CM Components
B005 Certified status of Service Bulletin incorporation since last Lessee
B007 Software Status If applicable
B008 Certified Status of CPCP (not applicable for MSG-3 MP)
B009 Certified Status of Check/Inspection History & Current Status checks (however it is not a regulatory requirement)
B010 Certified Current Time in Service (Hours & Cycles) and maintenance status (usually part of delivery / receipt)
B011 List of OOP (Out Of Phase) requirements, Special Repairs
B012 Certified CMR item status, including SSI (not applicable for MSG-3 MP)
B013 Certified List of Deferred Maintenance Items (usually as per agreement should be none)
B014 Certified List of Out-Of-Phase Checks, Special Requirements, Time Limited Repairs (if any).
B015 Certified Statement Aircraft Accident & Incident, MPD, FOC (not regulatory) & RVSM (regulatory).

C. Aircraft Maintenance Records

C001 Aircraft Log Books / Flight Log (Minimum of 2 years), English Language
C002 ‘A’ Checks / Last complete cycle
C003 ‘C’ Checks / Last complete cycle
C004 ‘S4C’ Check/ Last complete cycle
C005 CPCP Tasks including DFP and finding reports (not applicable for MSG-3 MP)
C006 Periodic Tasks
C007 AD’s DFPs
C008 SB’s DFPs
C009 Modifications / EO
C010 Last Weight Report including Schedule
C011 Compass Swing Report (N/A per FAA or EASA (on condition)
C012 Last Test Flight Report
C013 Certified ETOPS compliance report
C014  Dent & Buckle chart / Dirty Finger Print certification – structural damage incl. all non-SRM structural repairs.
C015  CMR Dirty Finger Print certification
C016  Last DFDR Read-out

D. Configuration Status
D001  Approved and Certified LOPA
D002  Emergency Equipment Drawings/Listing
D003  PSU drawing
D004  Galley Drawings/Component OHM as available from last lessee
D005  Loose Equipment Inventory (part of delivery receipt)
D006  Inventory Listing of Avionics installed Units part of component list and (often part of delivery / receipt)
D007  Flight Deck Layout drawing / amendments as available from last lessee or in AMM
D008  Up-dated Electrical Load Analysis if applicable, if not original EA from OEM
D009  Lubrications & Grease

E. Aircraft Historical Records
E001  C of A (Export) from State of Manufacture & Other Countries (original from OEM if applicable)
E002  Manufacturer & Previous Operator’s AD Reports
E003  Manufacturer’s Inspection Report, Initial Equipment list / Readiness Log (or equivalent), Rigging
E004  Manufacturer’s repair/alteration report/master changes if available
E005  Manufacturer’s SB Report
E006  Service Difficulty Reports (if any)
E007  Detail Specification if available
E008  Weight & Balance Manual including the original weighing report.
E009  Operator History (not a regulatory requirement)

F. Engine Records
F001  Certified Statement on Status of Each Engine (normally part of delivery / receipt)
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F002  AD Compliance Report and Compliance Documents
F003  Modifications & SB Status from Manufacture to today (as available, not a regulatory requirement unless connected to AD)
F004  In-house Modifications (if applicable)
F005  LLP Listing Certified (disk sheets)
F006  Installed units Certified listing of (not a regulatory requirement part of last shop visit and component listings from previous lessee)
F007  Manufacturer Delivery Document if available
F008  Complete copies of all historical engine/module Shop Visit Reports
F009  LLP Status and Full and unbroken Traceability to birth (not FAA, EASA or ICAO required but good to have)
F010  Condition Monitoring Report
F011  Engine Log Book/Master Record of Installation/Removals
F012  Last Borescope Report, including video if available
F013  Test Cell Run Report
F014  Last On-wing Ground Run
F015  Certified Statement that Engines were not involved in an Accident (not required but usually part of delivery receipt)
F016  Approved Release to Service Certification for installed rotables
F017  Approved ETOPS compliance report (if applicable)
F018  Type of engine oil used
F019  EASA Form 1/8130-3 release to service for each shop visit

G. APU Records
G001  Certified Statement on Status of APU
G002  Certified SB Compliance Report / AD Status Report
G003  Approved Release to Service Certification for installed units
G004  APU Log Book / Master Record of Installation/Removals (not regulatory)
G005  Complete copies of all APU Shop Visit Reports & Reason for Removal
G006  Statement of APU Hours to Aircraft Flying Hours (in APU log book and normally on delivery receipt)
ANNEX 1 – LIST OF DOCUMENTATION

G007 LLP Status and Full and unbroken Traceability to birth (not FAA, EASA or ICAO required but good to have)
G008 Last On-Wing/Health Check Data sheets (if applicable)
G009 Last Test Cell Run
G010 Approved ETOPS compliance report (not regulatory requirement - operational only)
G011 Type of APU oil used
G012 EASA Form 1/8130-3 release to service for each shop visit

H. Component Records
H001 Approved Release to Service Certification for Hard Time Components
H002 Approved Release to Service Certification for OC/CM Components
H003 EASA Form 1/8130-3 release to service for installed Components

I. Landing Gears
I001 Approved Release to Service Certification for major assemblies on each Gear
I002 Approved LLP Listings for each Gear (With FULL Traceability to Birth not FAA, EASA or ICAO required but good to have)
I003 Last Shop Visit Report (OH)/Requested
I004 EASA Form 1/8130-3 release to service for installed Components
I005 LLP Status and Full and unbroken Traceability to birth

J. Manuals
J001 AFM / Airplane Flight Manual
J002 AOM /Aircraft Operating Manual
J003 Weight and Balance Manual
J004 Quick Ref. Handbook
J005 Fuel Measuring Stick Calibration Document
J006 AMM / Maintenance Manual
J007 SRM /Structural Repair Manual
J008 FIM / Fault Isolation Manual
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J009  IPC / Illustrated Parts Catalog
J010  WDM / Wiring Diagram Manual
J011  SSM / System Schematics
J012  SWP / Standard Wiring Practices
J013  TR / AMM, FIM, IPC, SRM, WDM

K. Miscellaneous

K001  Maintenance Program Specifications (Operator's) if available and the previous operator agrees to disclose
K002  Reference Material for Interpretation of Status Summaries, or Cross-Reference for Part Numbers
K003  Cross reference Operators MP to Manufacturers MPD/OAMP

L. Non Mandatory Manuals

L001  Engine handling Document
L002  Bite Manual
L003  Maintenance Task Cards
L004  Overhaul manuals
L005  Standard Overhaul Practice Manuals
L006  Service Bulletins Index
L007  Corrosion Prevention manual
L008  Supplementary Tooling Document
L009  System Test Equipment Document
L010  Illustrated Tool and Equipment List
L011  Airplane Recovery Document
L012  Airplane Handling Manual