

(ON COMPANY LETTERHEAD)

Date

Incident/Accident Clearance Statement

To Whom It May Concern:

Engine serial number [insert ESN], details of which are specified below, has been operated by [insert company name] during the period from [insert delivery date] to [insert redelivery date].

Configuration details as of date of this statement;

Description	Type/Part No.	Serial No.	TSN	CSN
Engine				

I hereby certify that, to the best of my knowledge, during the period stated above:

1. Neither the engine, nor any part installed have been
 - a. damaged during, or identified as the root cause of, a reportable incident or accident as defined by Annex 13 to the Chicago Convention, or
 - b. subjected to severe stress or heat (such as in a major engine failure, accident, or fire) or has been submersed in salt water,

unless its airworthiness status was re-established by an approved maintenance organisation in accordance with the applicable airworthiness regulations and instructions of the type certificate holder and/or OEM of the part, and supported by an authorised airworthiness release certificate.

2. No part has been installed on the engine which was obtained from a military source or was previously fitted to a state aircraft as deemed by Article 3 of the Chicago Convention.

Authorised Airline Representative

Signature: _____

Name: _____

Position: _____

Note: Please see also the Guidelines for understanding the Incident / Accident Clearance Statement (ICS) associated with this form.

Guidelines for understanding the Incident / Accident Clearance Statement (ICS)

The purpose of this incident/accident clearance statement is to remove the focus from whether or not an aircraft/engine/part has been subjected to an accident or incident and instead declare that the aircraft/engine/part has been deemed acceptable for continued use.

The statement in paragraph 1 of the ICS provides confirmation that irrespective of the event the aircraft/engine/part has had been subjected to, its airworthiness has been re-established by an approved maintenance organisation in accordance with the applicable airworthiness regulations and instructions of the type certificate holder and/or supplemental type certificate holder (aircraft only) and/or OEM of the part.

The reason for changing focus is that the ICAO definitions of accident and incident (reference Chapter 1 'Definitions' of Annex 13 – 'Aircraft Accident and Incident Investigation' to the Chicago Convention) do not take into account the relative nature of the event and its direct impact on the aircraft/engine/part. Specifically with regard to the definition of incident, it is highly subjective and subject to various interpretations by different regulatory authorities as to what affects or could affect the safety of operation.

The statement in paragraph 2 provides additional confirmation, now customary in the industry that no parts have been obtained from a military source.

Paragraph 2 also provides a statement regarding parts on state aircraft, considered appropriate because of industry requests for clarification regarding government use. Article 3 'Civil and state aircraft' of the Chicago Convention states that military, customs and police aircraft are deemed to be "state" aircraft. These aircraft are not placed on the civil register, therefore are not regulated by the associated national civil aviation authority in accordance with ICAO Standards and Recommended Practices (SARPs). For the purposes of this declaration parts fitted to an aircraft that has transferred from a state to a civil register, may require special evaluation prior to regaining their status of being civil aircraft parts, the rationale being that the provenance of these parts, while on a state register may not be verifiable. While aircraft on the civil register are regularly contracted by governments for state business, because the operation occurs under civil rules and the aircraft remains on the civil register during the period of operation, parts from such an aircraft are considered to be civil aircraft parts, therefore reference is made to state rather than government use.

This document is intended to act as an industry acceptable common standard having relevance for the requirements of the commercial aviation industry. Application and use of this document commenced in late 2014 and is not intended to apply retrospectively, therefore previously issued incident / accident statements should retain their acceptability for historical reference. This document will be subject to periodic review and update, with the first review expected to take place in early 2016.

Two document templates have been designed, one to cater for aircraft, the other for engines. The engine template could also be used for individual parts in circumstances where incident / accident clearance statements are required, alternatively the certification provided in paragraphs 1 & 2 could be included in the remarks section of the ATA106 Spec for commercial trace.