



Aircraft Servicing

- Are procedures in place and available to those who need to know to ensure that materials used in servicing of the aircraft at all locations:
 - Conform to the appropriate specifications? Yes No
 - Are protected from damage, deterioration and contamination? Yes No
 - Are controlled to ensure shelf-life limits are observed? Yes No

Spares Holding

- Are provisions in place for sufficient spares to be available at each location? Yes No
- Has account been taken of the operator’s MEL (if applicable)? Yes No
- Are numbers of spares adequate for support in relation to routes, frequency of flights and numbers of aircraft? Yes No
- Are procedures in place to ensure that all spares are obtained from acceptable sources within the criteria of CAR 42W? Yes No
- Are procedures in place for review of spares holdings at regular intervals at all locations? Yes No

Stores Control Procedures

- Are procedures in place to ensure:
 - That all spares are stored so that they remain airworthy? Yes No
 - That parts are used in rotation? Yes No
 - Control of return to stores of items which are no longer needed, especially where the item has been installed in the aircraft and subsequently removed? Yes No
 - The removal of components from completed assemblies is rigidly controlled? Yes No
 - Control of shelf life of spares, materials and consumable products? Yes No
 - Traceability of parts? Yes No
- Are procedures in place at all locations to ensure?
 - Redundant items are removed? Yes No
 - Superseded parts, or those without or of unknown modification status, are removed for replacement or updating? Yes No
- Are procedures in place to ensure compliance with Airworthiness Directives and other mandatory requirements, while parts are in storage, before affected parts are installed on an aircraft? Yes No

Signed Printed Name
Airworthiness Inspector

Date