

(ON COMPANY LETTERHEAD)

Date

Incident/Accident Clearance Statement

To Whom It May Concern:

Aircraft [*enter registration*], details of which are specified below, has been operated by [*insert company name*] during the period from [*enter delivery date*] to [*enter redelivery date*]. The aircraft has a valid Certificate of Airworthiness from [*insert country of registration*] as of the date of this statement.

Type Certified Product details as of date of this statement;

Description*	Model / Series	Serial No.	TSN	CSN
Aircraft				
Engine				
Engine				
Propeller				
Propeller				

**Note: including all parts and sub-assemblies installed thereon.*

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

1. The Type Certified Product(s) listed above have not 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 supplemental type certificate holder, and supported by an authorised airworthiness release certificate.
2. No part has been installed on the aircraft 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.

Incident / Accident Clearance Statement (ICS) Guidelines and Background Information

The purpose of this incident/accident clearance statement is to remove the focus from whether or not an aircraft/engine/propeller has been subjected to an accident or incident as was required by the original NIS, and to instead declare that the Type Certified Product has been deemed acceptable for continued use. For historical context; the ICS simply serves as a means of 'commercial comfort' for high value (Type Certified Product level) assets.

Note: For the avoidance of doubt, an ICS (or former NIS) is **not** required e.g. for airworthiness or commercial purposes when transferring or selling parts (e.g. landing gear assemblies or parts / engine modules or engine parts etc.) removed from Type Certified Products.

The statement in paragraph 1 of the ICS provides confirmation that irrespective of the event the Type Certified Product has 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). 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 Type Certified Product. 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.

While the ICS may have been used historically to list parts (e.g. Landing Gear) other than the intended Type Certified (TC) Product level items, these parts do not need to be listed in the table for the purpose of the ICS declaration. The status of an aircraft part can only be verified through the applicable Continuing Airworthiness Records, which provide the required; current status, continuity, traceability and retained maintenance history of the part. An ICS declaration is not an approved continuing airworthiness document and therefore cannot be relied upon as evidence of the part's airworthiness or installation status.

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. It should be noted that the ICS for the most recent period of operation supersedes previous ICSs, as it clearly declares that the Type Certified Product has been deemed acceptable for continued use (thereby deeming associated historical ICSs obsolete). This document will be subject to periodic review and update, with the first review expected to take place in early 2028.

Two document templates have been designed, one to cater for aircraft, the other for engines.