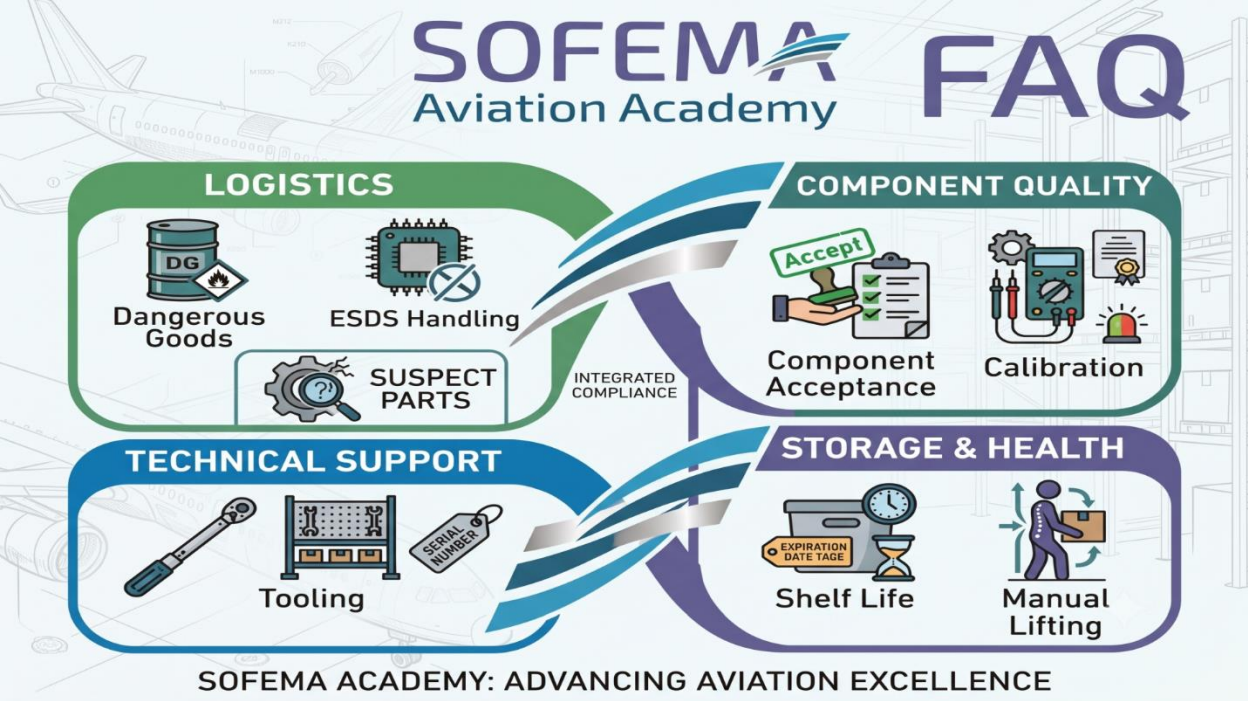
Sofema Aviation - Aviation Logistics & Stores Training FAQ



The Following Questions are designed to assist you in engaging with Sofema Aviation Virtual Academy Training to access Professional Regulatory and Vocational Training

Q1: What is the main objective of the EASA Logistics & Stores Inspection training?

A: The primary objective is to provide attendees with both a fundamental and detailed practical understanding of EASA Part 145 and Part M regulatory compliance requirements. It equips personnel with the knowledge necessary to manage, develop, and operate a fully compliant aviation store and an effective incoming goods inspection process.

Q2: Who are these Stores Inspection courses designed for?

A: These courses are intended for logistics managers, storekeepers, receiving inspectors, quality audit staff, certifying staff, maintenance managers, and new entrants looking to understand aviation supply chain regulations.

Q3: What is the difference between the Initial and Recurrent Stores Inspector training?

A: The *Initial* training (typically 2 to 3 days) provides a foundational, comprehensive deep dive into airworthiness, regulations, procedures, and setup from scratch. The *Recurrent* training (1 day) focuses on refreshing regulatory compliance, reviewing recent amendment updates, and looking at industry best practices or case studies to maintain competency.

Q4: What critical documentation must be verified during an incoming logistics store inspection?

A: Store inspectors are trained to verify the validity, completeness, and authenticity of Authorised Release Certificates (such as EASA Form 1, FAA 8130-3, and TCCA Form 1), dual/triple certifications, vendor qualification surveys, and invoice trace documents.

Q5: How does the training address the segregation of components within the warehouse?

A: The training details the strict requirements for developing standard label systems and physically segregating parts: serviceable parts (tagged appropriately), unserviceable parts (failed inspection or removed from aircraft), and quarantined items awaiting further verification or scrap disposition.

Q6: What specific tooling topics are covered in the Stores Facility Management course?

A: The training covers aircraft tooling acceptance, verification of serial numbers, checking tool calibration criteria, maintaining calibration records, monitoring expiration dates, and establishing control systems for issuing and returning tools.

Q7: How does Sofema's training help optimize tool store processes?

A: It focuses on implementing lean logistics principles within the tool store. This helps the organization streamline tool availability, minimize downtime during heavy maintenance, and coordinate effectively with the production department.

Q8: Does Tooling Control training apply to specialized storage environments?

A: Yes. The course addresses requirements for specialized tooling and equipment that may demand unique climate-controlled storage conditions, environmental monitoring, or specialized handling racks.

Q9: What is the primary focus of the EASA Part 145 Stores Manual Lifting Training?

A: The course sets out basic, practical rules for manually handling loads in an aviation warehouse environment. Its primary aim is to teach personnel how to identify ergonomic hazards, assess lifting tasks, and implement safe practices to avoid workplace injuries.

Q10: What are Musculoskeletal Disorders (MSDs) and why are they highlighted?

A: MSDs are degenerative or inflammatory conditions affecting joints, ligaments, muscles, nerves, and tendons (often causing back, neck, and shoulder pain). They represent a significant percentage of personal injuries in aviation logistics due to heavy, repetitive lifting or awkward postures.

Q11: How does the course teach personnel to properly assess a lifting task?

A: Personnel learn to evaluate the "TILE" framework: **T**ask (does it involve twisting or stooping?), **I**ndividual (physical capability), **L**oad (weight, shape, and grip points), and **E**nvironment (lighting, floor conditions, and space limitations).

Q12: Does the manual lifting course cover the safe handling of sensitive components?

A: Yes, it links physical safety with product safety, training workers to handle delicate, bulky, or high-value aircraft parts in a way that protects both the person from strain and the product from impact damage.

Q13: What regulatory standard governs Sofema's Dangerous Goods courses?

A: The courses are designed around the latest edition of the International Air Transport Association (IATA) Dangerous Goods Regulations (DGR) and international ICAO technical instructions.

Q14: What is Competency-Based Training and Assessment (CBTA) in the context of DG?

A: CBTA shifts the focus from purely passing a generic written exam to performing actual, specific tasks required for a specific job function. Training and assessments are customized to what the warehouse, loading, or dispatch staff do in their daily routines.

Q15: What hidden or less-obvious items are highlighted in DG Awareness training?

A: Beyond obvious explosives and flammables, the training alerts staff to less apparent dangerous goods commonly handled in aviation stores, such as mercury-containing thermometers, chemical refrigerants, life vests, fire extinguishers, and everyday aerosols or cleaning solvents.

Q16: What responsibilities do warehouse personnel have regarding DG hazard communication?

A: Warehouse staff are trained to inspect packaging for proper safety specifications, ensure the correct hazard labels and handling markings are applied, and verify that the accompanying dangerous goods documentation matches the physical cargo.

Q17: What defines a Suspected Unapproved Part (SUP) in the training curriculum?

A: A SUP is any part, component, or material that is suspected of not meeting applicable aviation regulatory or design requirements. This includes parts lacking proper documentation, counterfeit/bogus parts, parts rejected during production due to defects, or improperly maintained components.

Q18: Why is constant vigilance regarding SUPs emphasized for store inspectors?

A: SUPs pose a critical threat to aviation safety and the integrity of the supply chain. Constant vigilance and specialized training ensure that un-airworthy parts are intercepted at the receiving door before they can be installed on an aircraft.

Q19: What physical indicators of a suspect part are taught in the course?

A: Inspectors learn to recognize signs such as irregular part markings, altered or missing serial numbers, poor surface finishes, non-standard welding, packaging anomalies, and discrepancies or logical errors in the release paperwork (e.g., forged signatures or incorrect authority stamps).

Q20: What is the formal procedure taught for handling a confirmed or highly suspected SUP?

A: The inspector must withhold the part from active stock, tag it immediately for quarantine, log it into the internal reporting system, and proceed with a formal reporting structure to the relevant aviation authority (e.g., EASA or the FAA via Form 8120-11).

Q21: Can these individual competencies be taken as a bundled program? A: Yes. Sofema packages these complementary courses into distinct programs, such as the *Aviation Stores New Employee Initial Training Program* or the *Stores and Logistics - Additional Competency Package*, allowing organizations to seamlessly cross-train personnel in inspection, tooling, lifting, dangerous goods, and suspect parts all at once.

Q22: What is an ESDS device, and why does it require specialized handling in an aviation store? A: An ESDS (Electrostatic Discharge Sensitive) device is any electronic component (such as microchips, circuit boards, and avionics units) that can be permanently damaged or degraded by static electricity voltages far below what a human can feel. Specialized handling is required because a tiny, invisible static spark can melt internal circuitry, causing immediate component failure or—more dangerously—a latent defect that fails catastrophically mid-flight.

Q23: What are the core components of an Electrostatic Protected Area (EPA) within an aviation logistics facility? A: An EPA is a designated workspace where static electricity is kept under strict control. Core components taught in the training include:

- **Static-dissipative work surfaces** (grounded mats).
- **Personnel grounding systems** (wrist straps and heel grounders).
- **ESD-safe flooring** and appropriate footwear.
- **Continuous grounding monitors** and regular testing stations.
- **Ionizers** to neutralize static charges in the air where grounding is not possible.

Q24: How should ESDS items be packaged, labelled, and inspected during the receiving process? A: ESDS items must always be kept in specialized static-shielding packaging (often identifiable by its silvery or pink/blue translucent appearance) and must bear the distinctive ESD warning symbol (a reaching hand inside a crossed-out triangle). During inspection, staff must never open an ESDS package unless they are fully grounded inside an EPA. Inspecting

an ESDS item on a standard wooden or plastic desk without protection can instantly destroy the component.

Q25: What is the difference between a standard "Unserviceable Part" and a "Suspected Unapproved Part" (SUP) during warehouse triage? A: An *unserviceable part* is a legitimate, approved aircraft component that is simply worn out, damaged, or timed out; it is documented accurately and can often be repaired or overhauled by an authorized repair station. A *SUP* is a part that lacks legal airworthiness status entirely. This includes parts with missing or forged paperwork, counterfeit reproductions, parts salvaged from crashes without proper authorization, or parts that have been altered by uncertified facilities.

Q26: What role does a "Back-to-Birth" traceability trail play in preventing SUPs from entering active inventory? A: A back-to-birth traceability trail provides a continuous, unbroken chain of documentation tracking a life-limited part from the day it left the original equipment manufacturer (OEM) through every operator, maintenance event, and facility it has passed through. If there is a missing link or a gap in this historical timeline, the training dictates that the part must be flagged as a SUP, as its structural integrity, operating hours, and legal origin can no longer be verified.

Q27: What unique legal and physical restrictions apply to a quarantined SUP compared to normal quarantined stock? A: While standard quarantined items can be returned to a vendor or sent out for repair, a confirmed or highly suspected SUP is subject to strict regulatory holds. It must be physically locked away to prevent accidental release or theft. Furthermore, it **cannot** be returned to the supplier or discarded in standard trash, as it could re-enter the global aviation supply chain. It must be held securely until the appropriate National Aviation Authority (such as EASA or the FAA) completes its official investigation and gives formal permission for its controlled destruction.