



SUPPLIER SELF SURVEY GENERAL INFORMATION



Company Information:

Name: GA Telesis
Address: 5400 NW 35th Avenue, Building #16
Prospect Park #3
Fort Lauderdale, FL 33309
Phone: 954-676-3111
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Website: www.gatelesis.com
Sita Code: OPAGAXH
Federal Supplier Code: 3JXJ0
Federal Tax-ID: 04-3625920
Duns No.: 08-545-3806
AOG phone number: 954-864-3096

PRODUCTS

GA Telesis is the global leader in the commercial aerospace support industry. With sales, redistribution and component maintenance facilities throughout the United States, Canada, United Kingdom, Mexico, Dubai and Singapore, GA Telesis currently has one of the largest inventories of full traceable Boeing, Airbus, Douglas and Bombardier rotatable components and is also the leading redistributor of engine components for the CFMI, GE, P&W and RR engines.

SERVICES

FAA/EASA 145 Repair Stations providing maintenance services cover over 25 ATA chapters spanning over 10,000 part numbers. GA Telesis Component Repair Group SW, located in Tucson, AZ provides maintenance solutions for Boeing, Airbus, Bombardier and Embraer structures covering Thrust Reversers, Inlet Nose Cowls, Flight Controls, Composites and all structural items. GA Telesis Component Repair Group SE provides component level maintenance which includes; Hydraulics, Servos, Pneumatics, Power Generation such as IDG/CSDs, Turbine Starters and Electro-Mechanical items for Boeing, Airbus, Bombardier and Embraer products.

Business Information:

Founded: April 2002
Type of organization: Partnership
Facility Size: Office: 12,505 sq. ft. Warehouse: 53,570 sq. ft.
Employees: 90

Contacts:

President/CEO	Abdol Moabery	amoabery@gatelesis.com
Executive Vice President	Andy Toutt	atoutt@gatelesis.com
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Vice President of Corporate Quality	Nona Carroll	ncarroll@gatelesis.com
Quality Manager	Mario Ruby	mruby@gatelesis.com

Quality Program Certifications:

ISO9001:2000 + AS9120:2002	CERT-0021932	Exp.20 December 2009
ASA100 AC 00-56		Exp.01 December 2011
EASO	A-EASO82-A	Exp.31 March 2010



QUALITY SYSTEM ELEMENTS

1. RECEIVING INSPECTION PROCEDURES

	YES	NO	N/A
A. Are all parts inspected for physical damage and preservation?	X		
B. Are used parts, products and appliances with approval for return to service received with an approval for return to service meeting the provisions of 14 CFR §§43.9, 43.11 or 43.17?	X		
C. Are used parts, products, and appliances without approval for return to service received with a certified statement from the seller as to identity and condition – must use “as is” or comparable term to describe condition?	X		
D. Are incoming discrepant items quarantined to prevent mixing with items with no noted discrepancies?	X		
E. Are there procedures for assuring accountability when approval tags or other traceability documents are duplicated?	X		

2. HOUSING, FACILITIES AND MATERIAL CONTROL

A. Are approved quality materials and parts purchased and are proprietary and licensing rights observed?	X		
B. Does the system assure that special requirements are adequately communicated to the distributor’s sources?	X		
C. Are new parts purchased from approved manufacturers or distributors authorized by the manufacturer?	X		
D. Is a list of approved suppliers maintained, including a quality history of each?	X		
E. Are parts that require special environments identified and stored accordingly?	X		

3. SHELF LIFE PROGRAM

A. Is there a documented shelf life program?	X		
B. Is there a list of shelf life limited materials and parts and their limits?	X		
C. Does the shelf-life control system assure that the quality and technical criteria are met for each part stocked that is identified as having shelf life?	X		

4. RECORDS

A. Is traceability and certification documentation maintained for two years after sale?	X		
B. Does the vendor’s purchase records/sales orders chain of custody lead to a production approval holder (PMA, TSO, PC, TC, STC) FAA certificate or manufacturer of standard parts?	X		
C. Do all life limited parts records confirm their life limited status from pervious operator?	X		
D. Are records protected against damage, alteration, deterioration and loss?	X		
E. Can each part, carton or package of parts be linked to its certification and/or test records by some unique identifier?	X		
F. Are export Certificates of Airworthiness obtained for all foreign manufactured parts?	X		
G. Do serviceable parts have airworthiness approval documents attached from an FAA certified repair station or air carrier?	X		
H. Are teardown reports provided for serviceable parts?	X		

I. Do you request adequate test and inspection records with each order of parts?	X		
J. Are there procedures for documenting the redistribution of lots?	X		
K. Are there procedures for maintaining documentation, originally received with parts, used to establish the condition and origin of parts received and shipped?	X		

5. TRAINING

A. Is there a documented system for training personnel to ensure that the quality system is properly executed?	X		
B. Are personnel who perform supervisory, inspection, record keeping, parts handling, shipping and receiving functions properly trained and competent?	X		

6. INTERNAL AUDIT AND SURVEILLANCE

A. Is there an internal surveillance function that audits programs to ensure compliance with customer and regulatory requirements?	X		
B. Are audit results documented including effective corrective action?	X		
C. Are the frequency of audits and the applicable quality standard documented?	X		
D. Is there a procedure for addressing corrective action where necessary?	X		

7. RECALL CONTROL SYSTEM

A. Is there a system that ensures recall notifications can be adequately circulated to recall parts that have been shipped?	X		
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8. SCRAPPED PARTS

A. Is there a documented procedure in place for mutilating scrapped parts which will preclude their being returned to service?	X		
B. Are records maintained on all life limited scrapped parts?	X		
C. Does the distributor identify by title or position the individual responsible for verifying compliance with the procedure?	X		
D. Does the distributor impose the procedure on subcontractors and repair facilities with which they do business?	X		

9. MATERIAL CONTROL

A. Is material handled to preclude damage and deterioration?	X		
B. Are storage areas periodically checked for overall effectiveness?	X		
C. Is there a closed loop system for implementing corrective action following the detection of non-conforming parts and materials?	X		
D. Is the non-conforming part/material segregated from useable stock?	X		
E. Are non-aircraft parts segregated from aircraft parts?	X		
F. Is batch segregation utilized for material requiring batch control?	X		
G. Do purchases, less sales, equal inventory?	X		
H. If practical, is the manufacturer's original packaging used?	X		
I. Does packaging clearly identify contents?	X		
J. Is material susceptible to electrostatic discharge damage and flammable, toxic or volatile material handled in accordance with proper requirements?	X		
K. Is a system in place to preclude part number ambiguity?	X		
L. Are serviceable and unserviceable parts segregated?	X		

10. SHIPPING

A. Are all parts shipped in ATA 300 containers or equivalent?	X		
B. Are parts shipped adequately protected from damage and/or deterioration?	X		
C. Do appropriately trained personnel conduct an inspection of items being shipped, including but not limited to;			
1. Obvious physical damage?	X		
2. Installation of plugs and caps?	X		
3. Verification of quantity, part number, serial number, model number, etc.?	X		

4. Packing slip information as required by customer?	X		
5. Verification of airworthiness approval, material certification, traceability documents, etc?	X		
6. HAZMAT materials properly inspected?	X		

11. MEASURING and TEST EQUIPMENT

A. Do you have the tools required to assure conformity of the inventory to specification?			X
B. Are measuring equipment properly stored and used?	X		
C. Are personnel using measuring equipment properly trained?	X		
D. Is the calibration of tools traceable to the National Institute of Standards and Technology or appropriate governmental or OEM standards?	X		
E. If personally owned measuring tools are allowed on the premises are they controlled by the program?			X