Synthetic sample. The customer, parts, serial numbers, form tracking numbers, work orders, aircraft and companies in this report are all invented, and any resemblance to real organisations is unintentional. The format, the four statuses, the consistency checks and the retention rules are the ones every real report uses.

Trace Gap Report

Fullpaper Labs · fullpaperlabs.com

Customer	Sample Distributor, Inc.
Batch	SDI-2026-09-A · 25 lines
Scope	25 lines selected by the customer from legacy and teardown stock — the lines they were least sure of.
Files received	2026-09-14 · SDI_batch_A.pdf (412 pages), 138 documents
Delivered	2026-09-21 (five business days after receipt)

This package indexes and reconciles documents supplied by the customer. It is not an airworthiness determination, a certification, or an authentication of any document.

1. Summary

Inconsistent
6
lines · $52,750 · 14.3% of batch value

Gap — recoverable
5
lines · $50,100 · 13.6% of batch value

Gap — likely unrecoverable
3
lines · $18,950 · 5.1% of batch value

Complete
11
lines · $246,950 · 67.0% of batch value

14 of 25 lines ($121,800, 33.0% of the batch value you supplied) have a gap or an inconsistency. This batch was the customer's own selection of the lines they were least sure of, so this proportion is not typical of a whole inventory.

- **Start with the 6 inconsistent lines** (section 4). The documents are present but contradict each other.
- **Then the 5 recoverable lines** (section 2), worth $50,100. One of them has a retention window closing in 72 days.
- **3 lines are likely unrecoverable**, worth $18,950. Decide whether to reprice, write down, or sell them as-is with accurate disclosure.

Documents: 138 identified in the intake file. 4 could not be classified (UNKNOWN) and 7 could not be matched to any line in this batch; both lists are in the CSV delivered with this report.

2. Recoverable gaps, ranked by value

If you read one page, read this one. Each gap below has a named issuer that is still obliged to be able to produce the record. We have drafted a request for each; you send them.

Line	Part / serial	Description	Value	Missing	Request from	Window closes
03	NF6612-01 NF2291	Starter generator	$14,500	Approval for return to service (8130-3) for the 2025-04-22 overhaul	Tarpon Accessory Overhaul Part 145 repair station	2027-04-22 213 days 14 CFR § 145.219(c)
17	VI-5510-2 V60114	Flight control computer	$11,800	Approval for return to service (8130-3) for the 2025-08-19 inspection	Palmetto Avionics Repair Part 145 repair station	2027-08-19 332 days 14 CFR § 145.219(c)
10	NF7730-04 NF40551	Bleed air valve	$9,600	FAA Form 8130-3 from the manufacturer (or evidence of Part 45 marking)	Northfield Aero Components Production approval holder	2028-03-09 535 days 14 CFR § 21.137(k)
12	HX3105-02 HX20064	Hydraulic selector valve	$7,900	Approval for return to service (8130-3) for the 2024-12-02 overhaul	Coquina Hydraulic Services Part 145 repair station	2026-12-02 **72 days — send first** 14 CFR § 145.219(c)
21	PV-6604-2 PV33170	Pneumatic shutoff valve	$6,300	Approval for return to service (8130-3) for the 2026-01-15 overhaul	Tarpon Accessory Overhaul Part 145 repair station	2028-01-15 481 days 14 CFR § 145.219(c)

3. All lines

Line	Part / serial	Description	Qty	Cond.	Value	Class (AC 00-56B App. 1)	Documents found	Status	Missing / inconsistency	Recoverability
01	HX2201-05 HX10442	Hydraulic pump	1	OH	$44,000	Used, Part 43	• 8130-3, Overhauled, Coquina Hydraulic Services, 2025-06-12 (p. 2) • Work order CHS-7731 (p. 3) • Teardown report, 737-300 MSN 99901 (p. 5)	Complete		—
02	VI-3380-2 V77301	Air data inertial reference unit	1	SV	$66,000	Used, Part 43	• 8130-3, Inspected/Tested, Palmetto Avionics Repair, 2025-11-04 (p. 9) • Bench test report (p. 10) • Teardown report, 737-300 MSN 99901 (p. 12)	Complete		—
03	NF6612-01 NF2291	Starter generator	1	OH	$14,500	Used, Part 43	• Work order TAO-20418, overhaul completed 2025-04-22, Tarpon Accessory Overhaul (p. 17) • Teardown report, A320 MSN 99417 (p. 19) • Packing list (p. 21)	Gap — recoverable	Approval for return to service (8130-3) for the 2025-04-22 overhaul The work order shows the overhaul was completed; the release document for it is not in the folder.	Request from Tarpon Accessory Overhaul (Part 145 repair station). Retention window closes 2027-04-22 (14 CFR § 145.219(c)).
04	HX2208-11 HX10977	Flap actuator	1	OH	$31,500	Used, Part 43	• 8130-3, Overhauled, Coquina Hydraulic Services, 2025-02-18 (p. 24) • Work order CHS-7502 (p. 25)	Complete		—
05	SX4410-3 —	Bolt, hex head (standard part)	40	NE	$360	Standard parts	• Certificate of Conformity from producer, lot 24-1187 (p. 28) • Invoice (p. 29)	Complete		—

Line	Part / serial	Description	Qty	Cond.	Value	Class (AC 00-56B App. 1)	Documents found	Status	Missing / inconsistency	Recoverability
06	CL-220-7 CL55120	Cabin reading light assembly	1	NS	$1,150	Commercial part (AC 21-45)	• Manufacturer specification sheet (p. 31) • Commercial Parts List extract listing CL-220-7 (p. 33) • Invoice (p. 34)	Complete	No 8130-3 expected: listed on the design approval holder's Commercial Parts List (p. 33). Not scored as a gap.	—
07	NF4471-02 NF8830	Fuel control unit	1	OH	$12,400	Used, Part 43	• Work order TAO-19877, 2024-09-03 (p. 37) • Work order CHS-7614, 2025-03-18 (p. 40) • 8130-3, Overhauled, Coquina Hydraulic Services, 2025-03-18 (p. 41)	Inconsistent	C5 — see section 4	Issuer identified: Coquina Hydraulic Services (Part 145 repair station).
08	VI-2145-4 V41907	ATC transponder	1	SV	$6,800	Used, Part 43	• Logbook extract referencing bench check by Old Harbor Aero Services, 2025-01-20 (p. 45) • Invoice (p. 46)	Gap — likely unrecoverable	Approval for return to service (8130-3) for the 2025-01-20 bench check The retention window is still open, but the issuer's company registration shows it was dissolved in 2025-08 (checked 2026-09-17). No successor identified.	Issuer identified (Old Harbor Aero Services) but no longer trading.

Line	Part / serial	Description	Qty	Cond.	Value	Class (AC 00-56B App. 1)	Documents found	Status	Missing / inconsistency	Recoverability
09	PC-5010-3 PC30218	Cabin pressure controller	1	AR	$4,200	Used, without approval for return to service	• Seller's certified statement of identity and condition: "as removed, sold as-is" (p. 49) • Teardown report, A320 MSN 99417 (p. 50)	Complete	Complete as documented for an as-is part: the required identity/condition statement is present with as-is wording. This is not documentation of a serviceable part.	—
10	NF7730-04 NF40551	Bleed air valve	1	NE	$9,600	New, U.S. PAH, with airworthiness approval	• Reseller Certificate of Conformity, states manufacture by Northfield Aero Components 2023-03-09 (p. 53) • Invoice (p. 54) • Packing list (p. 55)	Gap — recoverable	FAA Form 8130-3 from the manufacturer (or evidence of Part 45 marking) A reseller's C of C is custody evidence, not the manufacturer's release.	Request from Northfield Aero Components (Production approval holder). Retention window closes 2028-03-09 (14 CFR § 21.137(k)).
11	VI-4420-1 V52218	Air data computer	1	SV	$11,900	Used, Part 43	• 8130-3, Inspected/Tested, Palmetto Avionics Repair, 2025-07-30 (p. 58) • Data plate photograph (p. 60) • Work order PAR-4410 (p. 59)	Inconsistent	C1 — see section 4	Issuer identified: Palmetto Avionics Repair (Part 145 repair station).
12	HX3105-02 HX20064	Hydraulic selector valve	1	OH	$7,900	Used, Part 43	• Work order CHS-7288, overhaul completed 2024-12-02, Coquina Hydraulic Services (p. 63) • Teardown report, 737-300 MSN 99901 (p. 65)	Gap — recoverable	Approval for return to service (8130-3) for the 2024-12-02 overhaul	Request from Coquina Hydraulic Services (Part 145 repair station). Retention window closes 2026-12-02 (14 CFR § 145.219(c)).

Line	Part / serial	Description	Qty	Cond.	Value	Class (AC 00-56B App. 1)	Documents found	Status	Missing / inconsistency	Recoverability
13	NF1180-06 NF61204	Engine-driven pump	1	NE	$61,000	New, U.S. PAH, with airworthiness approval	• 8130-3, New, Northfield Aero Components, 2025-10-14 (p. 68) • Invoice (p. 69)	Complete		—
14	BR-9021-3 BR7719	Brake assembly	1	OH	$8,750	Used, Part 43	• Work order TAO-18842, overhaul completed 2023-06-30, Tarpon Accessory Overhaul (p. 72) • Invoice (p. 74)	Gap — likely unrecoverable	Approval for return to service (8130-3) for the 2023-06-30 overhaul The issuer's obligation to keep this record ended 2025-06-30. It may still hold it — one request costs little — but it is no longer required to.	Tarpon Accessory Overhaul (Part 145 repair station). Retention window closed 2025-06-30 (14 CFR § 145.219(c)).
15	SL-880-B —	Sealant, polysulfide (consumable)	12	NE	$240	Consumable materials	• Seller's statement of identity, batch 26-0412 (p. 77)	Complete		—
16	NF6612-01 NF2307	Starter generator	1	OH	$9,800	Used, Part 43	• 8130-3, Overhauled, Tarpon Accessory Overhaul, 2025-05-09 (p. 80) • Data plate photograph (p. 82) • Work order TAO-20533 (p. 81)	Inconsistent	C2 — see section 4	Issuer identified: Tarpon Accessory Overhaul (Part 145 repair station).
17	VI-5510-2 V60114	Flight control computer	1	SV	$11,800	Used, Part 43	• Work order PAR-4502, inspected/tested 2025-08-19, Palmetto Avionics Repair (p. 85) • Bench test report (p. 86)	Gap — recoverable	Approval for return to service (8130-3) for the 2025-08-19 inspection	Request from Palmetto Avionics Repair (Part 145 repair station). Retention window closes 2027-08-19 (14 CFR § 145.219(c)).

Line	Part / serial	Description	Qty	Cond.	Value	Class (AC 00-56B App. 1)	Documents found	Status	Missing / inconsistency	Recoverability
18	KP-2240-PMA KP10087	Wheel bearing seal kit (PMA)	1	NE	$2,100	New, U.S. PAH, with Part 45 marking	• Photograph showing PMA marking per 14 CFR Part 45 (p. 89) • Invoice (p. 90)	Complete		—
19	GV-3300-1 GV8812	Galley water valve	1	SV	$3,400	Used, Part 43	• Invoice from Harborline Aero Trading, 2019-05-02 (p. 93)	Gap — likely unrecoverable	Approval for return to service Or: seller's statement of identity and condition The chain ends at a 2019 broker invoice. The broker is no longer trading and no earlier source is named.	No certificated issuer identified. Last named source: Harborline Aero Trading, a broker, no longer trading.
20	HX-FE-220 —	Hydraulic filter element	10	NE	$1,450	New, U.S. PAH, with airworthiness approval	• 8130-3, New, Northfield Aero Components, 2025-12-01, quantity 6 (p. 96) • Invoice, quantity 10 (p. 97)	Inconsistent	C7 — see section 4	Issuer identified: Northfield Aero Components (Production approval holder).
21	PV-6604-2 PV33170	Pneumatic shutoff valve	1	OH	$6,300	Used, Part 43	• Work order TAO-21106, overhaul completed 2026-01-15, Tarpon Accessory Overhaul (p. 100) • Teardown report, A320 MSN 99417 (p. 102)	Gap — recoverable	Approval for return to service (8130-3) for the 2026-01-15 overhaul	Request from Tarpon Accessory Overhaul (Part 145 repair station). Retention window closes 2028-01-15 (14 CFR § 145.219(c)).

Line	Part / serial	Description	Qty	Cond.	Value	Class (AC 00-56B App. 1)	Documents found	Status	Missing / inconsistency	Recoverability
22	WA-1450-7 WA5561	Main wheel assembly	1	OH	$29,500	Used, Part 43	• 8130-3, Overhauled, Tarpon Accessory Overhaul, 2025-09-26 (p. 105) • Work order TAO-20877 (p. 106) • Teardown report, 737-300 MSN 99901 (p. 108)	Complete		—
23	VI-3390-1 V78844	Standby altimeter	1	SV	$7,400	Used, Part 43	• 8130-3, Inspected/Tested, Palmetto Avionics Repair, 2025-10-02, tracking no. PAR-25-0817 (p. 111) • Work order PAR-4618 (p. 112)	Inconsistent	C9 — see section 4	Issuer identified: Palmetto Avionics Repair (Part 145 repair station).
24	PT-7710-4 PT2290	Pitot probe	1	SV	$6,900	Used, Part 43	• 8130-3, Inspected/Tested, Palmetto Avionics Repair, 2026-02-11 (p. 115) • Work order PAR-4790 (p. 116)	Complete		—
25	HX4402-08 HX31150	Landing gear retract actuator	1	OH	$9,800	Used, Part 43	• 8130-3, Overhauled, Coquina Hydraulic Services, 2025-08-07 (p. 119) • Work order CHS-7954 (p. 120)	Inconsistent	C8 — see section 4	Issuer identified: Coquina Hydraulic Services (Part 145 repair station).

Condition codes as supplied: NE new, NS new surplus, OH overhauled, SV serviceable, AR as removed. Values are extended line values as supplied by the customer.

4. Inconsistencies

Each finding below states what the documents say and where. We do not determine which document is correct, why they differ, or what the difference means. That is for your quality system.

Line 07 · NF4471-02 / NF8830 · Fuel control unit · check C5

Time since new decreases between documents: 14,212 hours on work order TAO-19877 dated 2024-09-03 (p. 37); 13,871 hours on work order CHS-7614 dated 2025-03-18 (p. 40).

Line 11 · VI-4420-1 / V52218 · Air data computer · check C1

Serial number differs between documents for this line: V52218 on the inventory line and data plate photograph (p. 60); V52281 in block 10 of the 8130-3 (p. 58) and on work order PAR-4410 (p. 59).

Line 16 · NF6612-01 / NF2307 · Starter generator · check C2

Part number differs between documents for this line: NF6612-01 on the inventory line and data plate photograph (p. 82); NF6612-03 in block 8 of the 8130-3 (p. 80). No supersession between the two dash numbers appears in the documents supplied.

Line 20 · HX-FE-220 / — · Hydraulic filter element · check C7

Quantity on the 8130-3 (6, block 9, p. 96) differs from the line quantity (10). The invoice (p. 97) shows 10. Four units have no certificate in the folder.

Line 23 · VI-3390-1 / V78844 · Standby altimeter · check C9

Form tracking number PAR-25-0817 (block 3, p. 111) also appears on an 8130-3 for part number VI-6120-3 found elsewhere in the folder (p. 131). That document is not matched to any line in this batch.

Line 25 · HX4402-08 / HX31150 · Landing gear retract actuator · check C8

Issuing organisation is named in block 4 of the 8130-3 (p. 119) but the certificate number in block 14c is blank.

The checks we run

Check	What it looks for
C1	Serial number differs between documents linked to the same line
C2	Part number differs and no supersession appears in the documents
C3	Certificate date earlier than the manufacture date
C4	Removal date earlier than installation date
C5	Hours or cycles decrease over time
C6	Hours or cycles exceed a stated life limit
C7	Quantity on the certificate differs from the line quantity
C8	Issuing organisation present but approval reference absent
C9	Same form tracking number on documents for different parts
C10	Document date outside the plausible life of the source airframe

5. Method and limits

- **What we did.** Every document in the intake file was separated, classified, and matched to inventory lines by serial number, part number and date. Each line's chain was laid out by date and checked against the *Required on receipt* column of the AC 00-56B Appendix 1 documentation matrix for that part's class, then against checks C1–C10. A person reviewed every Inconsistent and every Likely unrecoverable line against its source pages, and a sample of Complete lines.
- **Commercial parts and standard parts** are assessed against their own documentation requirements (AC 21-45; AC 00-56B Appendix 1). A missing 8130-3 is not a gap where none is required.
- **Recoverability** depends on who issued the missing record: production approval holders 5 years, or 10 for critical components (14 CFR § 21.137(k)); Part 145 repair stations 2 years from return to service (14 CFR § 145.219(c)); owners and operators 1 year after the work, or until superseded (14 CFR § 91.417(b)). A closed window means the issuer is no longer *obliged* to hold the record. It does not mean the record is gone, and it says nothing about the part itself.
- **Your own retention duty.** As an accredited distributor, your traceability records carry their own 7-year retention under ASA-100 §12.A, separate from the issuer windows above.
- **What "Complete" means.** The documents expected for that part's class are present and the chain is continuous. It is not a statement that the part is airworthy, and it is not an authentication of any document.
- **Absence of a finding is not a finding of absence.** We report on the documents supplied. A document that exists but was not in the folder cannot be seen.

This package indexes and reconciles documents supplied by the customer. It is not an airworthiness determination, a certification, or an authentication of any document.

6. Closing the recoverable gaps

For each of the 5 recoverable lines we have drafted a request naming the document, the part and serial, the work order and date, and the issuer's retention obligation. To send them you need only your company letterhead and a contact at each issuer. For the 6 inconsistent lines, the next step is your quality team's review of the cited pages. If you want the full trace packet assembled for any lot in this batch, we can quote that separately.