



The Update Report

The Airline Suppliers Association

Volume 7, Issue 5

May 1999

GOOD DOCUMENTATION

Identifying Parts with the 8130-3 Form

Although there is no legal requirement that aviation parts be traceable, aviation safety and good commercial practice both demand that some paperwork accompany most aviation parts when they are purchased. This documentation may provide traceability to a prior owner, a prior source that determined airworthiness, or even to the original manufacturer.

One form that many distributors see associated with parts they receive is the FAA Form 8130-3, also known as the "Airworthiness Approval Tag." Developed by the FAA, the 8130-3 form can be completed in a number of different ways. Because current receiving inspection systems rely so heavily on documentation, it is important for distributors to understand what the 8130-3 is, what it means, and what are the acceptable configurations in which it may be found.

The FAA has published guidance making it clear that the 8130-3 form is meant to be used by the FAA and its designees to document an airworthiness or conformity finding. The guidance also makes it clear that the form has multiple uses, including use as an export airworthiness approval to facilitate export of a part to a foreign nation, and use as an approval for return to service by anyone who performs maintenance or alteration. The fact that there are multiple uses

for the form tends to create some confusion in the industry. One common use that can lead to misunderstandings is the use of the form to document a conformity finding.

Designated manufacturing inspection representatives, or DMIRs, make findings on behalf of the FAA and sign documents to reflect these findings. A DMIR could sign an 8130-3 to document a conformity determination for a part. In such a case, the conformity determination indicates that the part is airworthy at the time of the finding, because it conforms to a FAA-approved design and is in a condition for safe operation. Many people in the industry mistakenly believe that the manufacturer signs the form in this case. In fact, the form is generally signed by an employee selected by the FAA to act on the FAA's behalf. When the conformity inspection is performed and the 8130-3 form is signed, these activities are undertaken on behalf of the FAA, and not on behalf of the company. Because conformity and other original airworthiness certifications represent a relatively common usage of the 8130-3 form, some people in the industry believe that an 8130-3 always indicates that the part in question is airworthy. This is not true.

There are several reasons why a part with an 8130-3 might not be airwor-

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A Message from ASA's President

Congressman Schuster started calling 1999 "the year of aviation" in the middle of 1998. It looks like his prediction that this would be a busy time for changes in the aviation laws was correct.

Two different laws regarding counterfeiting of parts are in Congress. Both laws will affect parts sales. One law is described later in this newsletter and the other law deals with stricter penalties for people who intentionally counterfeit parts. Harry Shaeffer, Special Agent-in-Charge, USDOT-OIG, has been actively involved with this law. Harry will be speaking at our Annual Conference. The substance of the law is not new, but the increased penalties are calculated to keep the bad actors out of our industry.

Moving from Congress to the FAA, rumor is that the draft 145 NPRM may finally be released by the end of summer. Al Michaels is confident that the AC on Military Parts and Receiving Inspections will be released by third quarter. The FAA also reconvened the AIR-DU task force to discuss proposed changes to the AC 00-56. The FAA SUPS Office has also been keeping busy and has a draft

NOTICE

The Airline Suppliers Association, Inc., a Delaware not-for-profit corporation, will hold its annual membership meeting on July 19, 1999, 5:15 p.m. at the Marco Island Marriott in Marco Island, FL.

The agenda will include a vote on adoption of Bylaws for the Airline Suppliers Association, as well as an opportunity for members to communicate with the Board of Directors.

of the new SUPs training video. They should be mailing the final version by the end of the year.

Industry has also been busy. For example, ATA is rewriting both SPEC 300 and SPEC 106. Earlier this year, ATA released the new packing slip that will be included with the revised SPEC 106.

Whether it is the activities of the government or industry, 1999 is an active year and we have high hopes that several issues will be resolved.

All the above issues will be discussed at the Annual Conference. The hotel is selling out, so make your reservations soon.

Michele Schweitzer

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The Update Report provides timely information to help Association members and readers keep abreast of the changes within the aviation supply industry.

The Update Report is just one of the many benefits that the Airline Suppliers Association offers members. For information on ASA-100, the ASA Accreditation Program, Conferences, Workshops, FAA guidance like Advisory Circulars, Industry Memos, or services and benefits, contact the Association.

The Update Report For information on special package rates for advertising, contact the Association at 202-216-9140. Subscription cost is \$120.00 US per year.

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New PMA Guidance Changes Application Procedures

On August 4, 1995, the FAA published *Parts Manufacturer Approval Procedures*, FAA Order 8110.42. This Order provided standards for reviewing PMA applications. Revisions to this Order were published as FAA Order 8110.42A on March 31, 1999.

While many provisions of the order have been moved around, there are relatively few significant changes to the procedures for obtaining a PMA.

Under the old system, it was possible to obtain a PMA for a foreign production facility if the FAA found that there was no undue burden associated with the foreign location. This generally required an agreement between the United States and the foreign country that established FAA acceptance of the foreign country's oversight of the production facility. Under the new system, the FAA will not issue a PMA to any foreign entity. Instead, the FAA will only accept foreign-manufactured aircraft parts if they are imported into the United States under a foreign airworthiness release (in compliance with the appropriate bilateral agreement). No PMAs will be issued for foreign production facilities.

Under the old system, PMA applicants using test and computation required copies of Instructions for Continued Airworthiness (ICAs). Applications filed under identity did not require their own special ICAs because it was assumed that the parts would meet all of the requirements of the ICAs associated with the original type-certificated product. In many cases under the old system, the applicant's part was assumed to be sufficiently identical to the type certificated version so that the installer/maintainer could rely on the existing ICAs for maintaining the PMA part.

Under the new system, all applicants will be required to develop and substantiate ICAs. If the applicant wants to rely on the ICAs already developed by the type certificate holder, then the applicant will be required to substantiate the proposition that the already-existing ICAs are appropriate and adequate for the PMA part. Furthermore, the FAA acknowledges that some older ICAs developed by type certificate holders are inadequate, and therefore there may be cases where the PMA-applicant must develop ICAs that are more robust than those developed by the type certificate holder.

Another minor change is that past practice was for an aircraft certification office to stamp a copy of the PMA drawings as "FAA approved" and returned this copy to the applicant. Under the new system, no such document will be returned to the applicant. The PMA applicant will only receive the PMA supplement as evidence of FAA approval of the PMA design (note that DERs will still be permitted to approve design data for non-critical parts on a Form 8110-3).

The new guidance also makes it clear that although a PMA cannot be sold or transferred, the design data underlying the PMA may be sold, and a PMA applicant who also obtains an STC may sell the STC. Also, in the event of a sale of a business that owns PMAs, it is possible to amend the PMA supplement to change the name of the owner of the PMA as long as other aspects of the PMA remain unchanged (for example, the fabrication inspection system remains unchanged).

The new PMA application procedures will represent no more than a minor speedbump in the road for most manufacturers. The procedures should not

affect existing PMAs, so there is no need at this time to amend a distributor's receiving inspection process to reflect these new changes. The most vital change from a distributor's point of view should be the new provisions addressing ICAs. If a PMA manufacturer is required to publish ICAs, then distributors should be able to acquire these ICAs and then pass them along to the end-users.

OSHA

New Protective Equipment Rule

The Occupational Safety and Health Administration (OSHA) has proposed a rule that would require employers to provide all required personal protective equipment [PPE] - employers would not be allowed to impose this burden on the employees.

Required PPE is protective equipment that is mandated by regulation or industry standard, like eye protection for welding or respirators for working in dusty areas.

The common standard among aviation businesses already appears to be for employers to provide PPE, so this rule should have little effect on our industry.

If your company does not yet provide required PPE to the employees, then you may wish to follow this rulemaking activity. OSHA hearings begin August 10 and full information is available on ASA's website.

Wojner is New Aircraft Certification Exec

On May 25, the FAA announced that Ron Wojner will assume the role of Deputy Director of the Aircraft Certification Service.

The last person to hold this position was Beth Erickson, who was promoted to Director when former Director Tom McSweeney was promoted to Associate Administrator. Wojner will report to Erickson and will support her efforts. The two of them will be responsible for a staff of 1,000 engineers, inspectors, and other aviation professionals. Together they will establish standards for the design, testing, and production of civil aircraft and aircraft components, oversee regulatory compliance, and monitor the continued safety of these products. The Aircraft Certification Service also has jurisdiction over airworthiness approvals - in particular they set policies affecting the 8130-3 form.

The FAA would be hard pressed to find someone with better experience in airframe certification. Wojner has been managing the FAA's Transport Airplane Directorate in Renton, Wash., since July, 1992 (Yes, right next door to Boeing). Following mili-

tary service, his FAA career started almost a quarter of a century ago, when he became an aviation safety inspector for the Great Lakes Region in 1975. Since then, he has served as a manufacturing specialist and managed two different Manufacturing Inspection Offices. This won't be his first tour of duty in Washington, DC, either: from 1989 to 1992 he managed the Aircraft Manufacturing Division at FAA Headquarters.

Wojner reports to his new position in July.

Note: the same May 25 announcement also revealed Ava Mims' promotion; for more information, see our article on Mims in last month's issue (7 The Update Report 50).

Industry Updates

Frederick Sine has left **US Airways** and accepted the position of Vice President, Airline Operations at **Nova Advisory Group International**.

Aviall, the parent company to **Inventory Locator Service (ILS)**, will introduce an internet-based ordering system that includes electronic commerce features.

Jack Hessburg, who recently retired as chief mechanic at **Boeing** after 42 years in his field, won a lifetime achievement award from **Overhaul & Maintenance** magazine. The award was the first of its kind issued by the publication.

FAA has given Southwest Research Institute a \$9 million grant to develop a computer program for developing engine life management programs. It is expected to predict uncontained failures, and to set earlier time limits for parts replacement to avoid such catastrophes. The contractor is working with Allied-Signal, Rolls-Royce-Allison, General Electric and Pratt & Whitney on this project.

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Proposed New Law Would Revoke FAA Certificates

Congress wants to revoke FAA certificates issued to counterfeiters and liars. This year's FAA Reauthorization Bill includes a proposal that could require the FAA to revoke FAA-issued certificates from anyone who handles unapproved parts.

The Bill is meant to bar certain 'bad actors' from ever holding FAA-issued certificates. It forbids the FAA from issuing a certificate to anyone convicted of an offense involving counterfeit or falsely-represented parts. It also includes a provision that requires the FAA to revoke certificates from anyone who commits such offenses even if the person is not convicted of the crime. This would occur based on an FAA finding that could be made during a civil penalty procedure. The revocation provision applies to all major FAA certificates: mechanics licenses, pilots licenses, repair station certificates, air carrier/operator certificates, and manufacturing approvals.

If this law could be limited to only the 'bad actors,' it would be a good law because it helps keep the criminals from returning to the industry. Unfortunately, though, the law as proposed can easily be used to impose revocation on those who do not deserve such penalties.

Imagine your best customer installs a part that was allegedly never installed on an incident/accident related aircraft. The customer makes a note of this in the maintenance record, and relies on the allegation to justify not performing a hidden damage inspection.

Unfortunately, plenty of people in the industry are making these statements without knowing the entire operating history of the part, so it is possible that the statement is wrong [ASA recom-

mends that no one ever make any statement about a condition or quality that can not be supported through documentation or other evidence].

If the part was not airworthy, then the customer who installed the part could face a fine for violating the rules establishing performance standards and governing recordkeeping. There are several federal laws that apply, but under normal situations no one would ever refer this matter to the Justice Department for prosecution.

Through the civil penalty process, though, the FAA could make findings that establish a need to revoke the customer's certificate even when the government has not obtained a criminal conviction! When civil penalties are settled, the signed documents may include text in which the person admits to willful or knowledgeable participation in the scheme alleged - exactly the sort of language that could trigger certificate revocation.

Once the FAA has found that someone knowingly carried out an activity that would be punishable under this new law, the FAA will be required to begin proceedings for revocation. Under these proceedings, the customer would have very little opportunity to respond, particularly if the customer had already signed a settlement agreement that admitted to the facts giving rise to the certificate action. The FAA would have no recourse but to revoke the certificate under this new law.

Today, many distributors bear FAA certificates, whether a repair station certificate held by the company or a pilots license held by an individual. Each of these certificates could be in jeopardy because of a careless word.

One way to help protect against this is

to impose the sort of quality system that will prevent parts problems. AC 00-56 and ASA-100 represent a robust quality system designed to help assure that adequate and accurate traceability documentation is passed on to the customer; however many distributors in the industry are not accredited and some of them follow well-established practices that are generally safe but could still lead to technical violations that would invoke the certificate revocation provisions.

We would all like to believe that the law will not be enforced in a way that unfairly penalizes the industry; but we are living in an era where the Justice Department has brought air piracy charges against mechanics for installing parts fabricated in the course of maintenance (perfectly legal under Part 43). The air piracy laws were originally meant for hijackers! It is a sad truth that bad laws will eventually be misused by someone in the government.

The best way to avoid misuse of bad laws is to prevent the enactment of bad laws. Every FAA certificate-holder should review the law that is currently before Congress. The Senate version of the FAA Reauthorization Bill is known as S.82 and the certificate revocation provision can be found in that Bill's Section 405. As always, a copy is available on ASA's web site.

Read Your 8130-3 Forms Carefully

(Continued from page 49)

thy. First of all, the 8130-3 cannot account for damage that may have occurred in shipping since the 8130-3 form was signed. While the part may have been airworthy at the time of signature, it may no longer be airworthy today due to shipping damage, expiration of shelf-life, or other degradation.

In addition, there are some authorized uses of the 8130-3 form that are not meant to indicate that the entire part is airworthy. For example, an approval for return to service only is meant to indicate that the work performed on the part was airworthy - that is, it was performed in conformance with the performance standard regulations found in Part 43 of the Federal Aviation Regulations. In some cases, the work performed may not have covered the entire breadth of a part. A repair station may be asked to reconfigure a part but not to perform other work that might be required, such as a repair or work required by an airworthiness directive. In some cases, a repair station with a limited specialized services rating may be unable to complete the additional work that is identified.

The part remains ineligible for return to service until it is airworthy, but that doesn't mean that the limited work that was performed was not done correctly. The limited work that was performed may be described on an 8130-3 or any other acceptable record of maintenance. For this reason, it is important to look carefully at the text of the 8130-3 form to determine for what purpose it was used, and to determine what information it actually provides to a subsequent user of the part. If the form was signed as an approval for return to service, then you should look at the scope of work performed.

One way to distinguish 8130-3 forms that are signed by maintenance provider from those signed by the FAA (including a designee acting on behalf of the FAA) is to look at the placement of the signature. There are actually two signature blocks on the 8130-3 form. The left-hand signature block is for the signature of a FAA representative (including designees). The right-hand signature block, on the other hand, is used in the event of an approval for return to service. When

Eight Terms for Use in Block 12 of the 8130-3

**ALTERED
INSPECTED
MODIFIED
NEW
OVERHAULED
PROTOTYPE
REBUILT
REPAIRED**

you get an 8130-3 form that has a right-hand signature, it is especially important to identify the scope of work performed.

Each block on the 8130-3 form is numbered, and there is specific guidance on what information should be written into each block. There are several blocks on the 8130-3 that convey identification information about the part, like part number and serial number. Most of the blocks ask for very specific information, like the work order or invoice number associated with the parts in question. One large block of space is reserved for information that does not fit into any of the other information blocks.

Known as the "remarks" block, block 13 provides space for any additional information about a part that does not fit neatly into one of the other blocks. The maintenance recordkeeping rules require that the maintenance record describe the work performed. Block 13 is where one may often find a description of the scope of work performed on a part, when the 8130-3 form is used as an approval for return to service.

Another place to look for information on the scope of work performed is in block 12. Block 12 is the "status/work" block. It is generally meant to be completed with a brief (one or two word) description of the manufacturing status of the part or the scope of work performed on the part.

The FAA has published Order 8130.21B to provide instructions for completing the 8130-3 form. In addition to general guidance about the usage of the form, this FAA Order provides line-by-line guidance on how to complete the form.

In a recent memorandum, the FAA supplemented the guidance in FAA Order 8130.21B by stating that those who complete this block should use terms that are described or defined in the Federal Aviation Regulations. In that memorandum, the FAA publishes a list of eight terms that are referenced in the Federal Aviation Regulations and are therefore considered acceptable for use in block twelve of an 8130-3 form.

Two of the terms are generally more appropriate for newly manufactured parts and other parts that come from manufacturing facilities: "NEW" and "PROTOTYPE." 8130-3 forms for new parts and prototype parts will generally reflect left-side (FAA or de-

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Ask For One of the Eight Acceptable Terms on Your 8130-3

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signee) signatures. While the 8130-3 has not traditionally been used for complete products, FAA Order 8130.21B made it clear that use of the form for domestic airworthiness approval of engines and propellers is permitted.

The other six terms are generally applicable to work that is approved for return to service after being subject to work performed in accordance with the Part 43 maintenance rules. Repair stations, air carriers and air operators who perform maintenance may generally use the terms "ALTERED," "INSPECTED," "MODIFIED," "OVERHAULED," and "REPAIRED."

It is important to note that when someone performs an overhaul and signs an 8130-3 to approve the work for return to service, the signature should be on

the right side. The left side signature block includes a check-off box for "NEWLY OVERHAULED." This is still meant only for an FAA signature (when a newly overhauled item is exported, for example).

One maintenance-related term, "REBUILT," is reserved to production-approval holders (manufacturers) who are permitted to rebuild their own parts and products. Production approval holders are also permitted to perform "ALTERATION" on their own parts and products, and may obtain a special repair station certificate known as a manufacturer's maintenance facility (MMF) to perform other forms of maintenance.

For work described by each of these six terms, the approval for return to service would feature the appropriate term in block 12, block 13 would in-

clude a description of the work performed, and the signature block on the right side of the form would be signed to indicate that the work was approved.

Older 8130-3 forms may not feature 'acceptable' terms in block 12. This does not necessarily invalidate them; however, distributors that obtain 8130-3 forms for their incoming inventory should ask their business partners to be sure to use one of the eight acceptable terms in block 12 for each 8130-3 that will be sent to the distributor's facility.

Do you feel like the rules are changing? Are customers asking for different documentation than they used to? Are you confident that your quality system will meet the demands your customers will impose *tomorrow*? Instead of worrying about these issues, solve the problems: get informed!

RECEIVING INSPECTIONS

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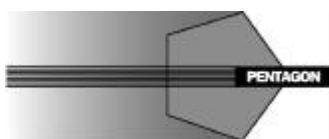
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ASA Completes 1999 Workshop Program

ASA visited nine cities and trained over 300 employees from member companies as part of this year's Workshop series, entitled "Better, Stronger, Smarter: Preparing for Aircraft Parts Distribution in the New Millennium."

The training is meant to support the ASA-100 training requirement. All participants were sent training certificates. It is expected that such certificates will become a part of each participant's permanent training records.

The 1999 workshops were so popular that one air carrier has already asked ASA to repeat the training for its purchasing and receiving personnel, and another has approached the Association about performing training for its own personnel. So make sure your air carrier customers know that you sent

your employees to the ASA 1999 Workshop.

ASA will be developing a new workshop presentation for the beginning of 2000. Like this year's workshop, it will split its focus between a review of fundamental issues like documentation and meeting customer requirements, and an examination of cutting-edge issues like how the FAA's latest changes to the 8130-3 will affect distributors and the newest procedures for import and export of aircraft parts.

ASA's Workshop curriculum is based upon the members' requests for training and information. What do you want to know more about? Send email or give us a phone call to let us know what subjects you'd like to see covered in next year's Workshop!

ASA 1999: Everyone Will Be There

Elephants, jugglers, and fire-eaters will not be a part of the 1999 Annual Conference in Marco Island, FL.

But if you are looking for the best and latest information for the aircraft parts distribution industry, then you need to be at the Conference on July 18-20.

This year's Conference features one day of general sessions and one day of workshops. The general sessions will address many of the most important cutting-edge topics. Documentation, import/export, Y2K, approved parts and current trends in receiving inspections are just a few of the subjects to be addressed. The FAA decision-makers who affect parts distributors and their customers will be on hand to answer our questions; business experts will discuss doing business in the United States and abroad (no South Florida conference is complete with-

out a discussion of business opportunities in Latin America); and law enforcement experts will explain how to make our next million without running afoul of the law.

This year's Conference features a wide variety of workshops designed to appeal to everyone from the CEO to the receiving inspector. There will be several workshops focussing on specific QA issues, and other workshops will be tailored to important aspects of the parts distribution business, like sales, purchasing, and business units.

The Conference registration fee includes all meals, so there will be plenty of opportunities to exchange ideas. Those of you who've attended past conferences know that ASA's meal functions can be both fun and profitable even without elephants, jugglers, and fire-eaters. Early projec-

00-56 Changes

The Voluntary Industry Distributor Accreditation Program, described in AC 00-56, may be getting a facelift in the near future.

The Airline Suppliers Association hosted a small meeting of companies representing the interests involved in the AC 00-56 accreditation program. The purpose of the group is to make recommendations to the FAA on ways that AC 00-56 can be revised to make it a better program. The participants selected ASA President Michele Schweitzer to chair these efforts.

Three ASA members attended this initial meeting to provide technical guidance: ASA Director Bill Cote of the AGES Group, ASA QA Committee Chairman Jay Rosenberg of the International Airline Support Group, and Frank Langworth of AAR, who is a member of CASE as well as ASA's QA Committee.

The group plans to develop a revised draft of the AC that will answer many of the questions that have been raised in the program's short history.

tions indicate that this conference will be far larger than in past years, which means plenty of new faces with whom to exchange those ideas.

A word of warning: the Marriott hotel is filling up very fast. ASA is making arrangements with other nearby hotels to have rooms available for people who are unable to book rooms in the Marriott, but if you want to stay in the Conference Hotel then you should call the Marriott to book your room today! All of the information you need to book your room is included in the Conference Registration Form, which can be found on ASA's web page.

ASA to Attend Harmonization Meeting

The Airline Suppliers Association will attend the 16th JAA/FAA Annual International Harmonization Conference.

The conference represents a forum in which government aviation authorities from all over the world can meet together and with industry. Harmonization of standards and procedures permits governments to rely, in part, on airworthiness findings made by other governments. This saves time and resources for the private sector companies who rely on efficiency among the aviation authorities to make aviation commerce possible.

Because harmonization helps create additional markets for US goods, ASA generally supports the harmonization program. This year, though, ASA has a particular interest. ASA hopes to address the issue of harmonizing the FAA's airworthiness approval form (8130-3) with Europe's authorized release certificate (JAA-1) and Canada's

authorized release certificate (TC 24-0078). ASA would like to see these become one single, uniform document.

If these three can be merged into one form, then this would make export and import much easier. Customs agents would only have one primary airworthiness certificate to recognize, and the days of wondering how to replace one form with another form due to customer demands would be behind us. Instead, a single form would indicate the nation in which it was signed, and would indicate the purposes for which it was signed. Standard places for this information would make it easy for any purchaser anywhere in the world to understand the level of airworthiness assurance accorded to the part by its attached documentation.

At first glance, this may seem like an unobtainable goal; however there is actually a great deal of international support for the idea of harmonizing these forms. The FAA's new Associ-

ate Administrator, Tom McSweeney, has been a supporter of this idea since the beginning. In our last meeting in Washington, DC, industry and government representatives from Europe, South America, Canada and the United States reached an agreement in principle on this harmonization project.

Ross Perot reminded American that "the devil is in the details," and anyone who is familiar with Washington DC politics knows that a significant policy change can take from seven to twenty years to implement. International harmonization is even slower! Nonetheless, ASA is optimistic about the prospect of a harmonized form, and we are confident that the Harmonization Meeting will be a major step toward this goal.

AT 800 INDEPENDENCE

FAA's New Website Provides Y2K Guidance

The FAA has a new website devoted to its Y2K readiness program. This is now the first place to look for Y2K guidance for FAA-regulated companies.

The FAA considers Y2K readiness to be an important issue for FAA-regulated companies, and it is taking Y2K oversight very seriously. The FAA has divided Y2K readiness into four phases. Phase one is "Program Initiation and Planning" and it represented the development of formal programs that adapted acceptable Y2K practices to the special needs of the industry. In phase two, "Product De-

velopment," the FAA developed a questionnaire to get at the essential information it needed without overburdening air carriers and repair stations. The questionnaires were distributed in phase three, "Readiness Assessment," to 14,883 regulated entities, including 146 air carriers, 3,241 air operators, and 5,363 domestic and foreign repair stations.

The FAA is preparing to enter phase four, "Verification." In this final phase, the FAA will work with certificate holders to further verify their readiness status and will consider requests for changes to existing FAA

approved procedures, as may be necessary to achieve the level of Y2K assurance that the FAA is seeking from the industry. The FAA feels that the preparation it has undertaken will help it to identify remaining problems and put it in a position to develop overall contingency plans where particular needs are identified.

The FAA expects to release new guidance on phase four in the near future. Consult with your customers and make sure they are ready!

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UPCOMING EVENTS

* = ASA will be speaking there

- June 3-4** **Aircraft Leasing and Finance Conference**, Omni Parker Hotel, Boston, MA. Contact Carol Everest in the United Kingdom at 44 1892 65 5006 for more details.
- June 13-20** **43rd Paris Air Show**, Le Bourget, Paris, France. Send a fax for more details to (33) 1 47 20 00 86.
- June 16** * **Miami Maintenance Management Council**, Embassy Suites Hotel, Miami, FL. Check their website for details at <http://www.mmmc.com> or call Vice President Mary-Beth Parker at (954) 252-2796.
- July 18-20** * **ASA Annual Conference**, Marco Island, FL. More details on page 55!
- July 28-Aug. 3** **EAA Air Venture Oshkosh '99**, Wittman Regional Airport, Oshkosh, WI. Call (920) 426-4800.
- Aug. 14-17** **Air Carrier Purchasing Conference**, San Antonio, TX. Call (561) 434-1512 for details.
- Sept. 7-9** **MRO Europe**, University of Limerick, Shannon, Ireland. Fax for details (212) 904-3334.
- Sept. 12-14** **Aircraft Valuation and Asset Management**, Washington, DC. Contact Carol Everest in the United Kingdom at 44 1892 65 5006 for more details.
- Sept. 19-22** **CQCA/Int'l Maintenance Symposium**, Dallas, TX. Contact information available soon.
- Oct. 12-14** **NBAA 52nd Annual Meeting & Convention**, Atlanta, GA. Fax for details: (202) 862-5552.
- Oct. 24-26** **Speednews Regional & Corporate Suppliers Conference**, Rancho Mirage, CA. Call (310) 203-9603.

Coming up in the year 2000:

- Mar. 21-22** **Speednews Aviation Industry Suppliers Conference**, Los Angeles, CA. Call (310) 203-9603.
- April 17-19** **MRO 2000**, Opryland Hotel Convention Center, Nashville, TN. Fax for details: (212) 904-3334.

Make your reservations now for the ASA Annual Conference in Marco Island, FL, July 18-20, 1999 (details available on our website)

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