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The UPDATE Report

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FOR THEIR REACCREDITATION

to the ASA-100 standard and the FAA's AC 00-56A Voluntary Industry Distributor Accreditation Program

Static Engine Parts Become Life-Limited

ASA members are especially careful about the way that they track life-limited parts. FAA rules require that life cycle information be preserved when a life-limited part is removed from an aircraft, so customers frequently ask for that information when purchasing life-limited parts. As a consequence, many ASA members have quality systems that pay special attention to the documentation accompanying a life-limited part.

The FAA is changing the standards under which life-limited engine parts are identified, and this may require some ASA members to change their own internal tracking mechanisms to be sure that the new class of parts is handled appropriately.

A new FAA regulation will require manufacturers to impose life-limits on certain static engine parts. While some companies already treat some static parts as life-limited, there was no previous regulation from the FAA that required static engine parts to be deemed life-limited. The companies that already treated static engine parts as life limited usually did so because they were seeking European certification (EASA regulations require certain static engine parts to be life-limited) or in response to accident findings or other perceived safety issues that drove the manufacturer to take a cautious approach to the assembly that was life-limited.

The new standard, which goes into effect November 5, replaces 14 C.F.R. § 33.14, which requires cycle-based operating limits on critical rotor structural parts in engines (those whose failure could produce a hazard to the aircraft).

The new rule introduces a new section, 14 C.F.R. § 33.70, that will continue to require cycle limits for life-limited parts. However, the definition of which parts will be considered life-limited is being expanded to include "rotor and major static structural parts whose primary failure is likely to result in a hazardous engine effect." The addition of major static structural parts is the key change.

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MESSAGE FROM ASA'S PRESIDENT

THE UPDATE Report

is the monthly newsletter of the Aviation Suppliers Association.

OUR COMMITMENT

ASA is committed to providing timely information to help members and other aviation professionals stay abreast of the changes within the aviation supplier industry.

The UPDATE Report is just one of the many benefits that ASA offers members. To learn more about our valuable educational programs, please contact ASA.

The UPDATE Report Staff

Publisher — *Michele Dickstein*
Editor — *Jason Dickstein*
Advertising and Production Editor — *Caroline Bruenderman*

QUESTIONS ?

Please send questions to:

Jason Dickstein
Aviation Suppliers Association
2233 Wisconsin Avenue, NW
Suite 503
Washington, DC 20007
voice: (202) 347-6899
fax: (202) 347-6894
email: jason@washingtonaviation.com

Dear Members,

At the annual conference, ASA announced the 2007 winner of the Edward J. Glueckler Award. The Edward J. Glueckler Award was established in 1998 and is named after the founder and first President of the Aviation Suppliers Association. The Award is presented annually in recognition of outstanding commitment, dedication and contribution to the Aviation Suppliers Association and to the aviation industry. The individual does not have to be an employee of an ASA member company in order to be nominated. Anyone who has made significant contributions to the association is eligible.

The 2007 winner is Joe Cosma of East Air Corporation. Joe is the Vice President of Operations and Quality Assurance. Joe has been an active member of the ASA Quality Assurance Committee and was an instrumental participant in development in the FAA's Advisory Circular AC00-56A Voluntary Industry Distributor Accreditation Program. Joe has stood out for his proactive promotion of safety and of use of distributors. Joe has been a resource for ASA and its members on parts and export issues. It was a great honor to present the award to Joe.

ASA is also pleased to announce the winners of the Board of Directors Election: Mike Molli, Roy Resto, Greg McGowan and Terry Bond. The 4th quarter Board of Directors meeting will be held October 8th. If there are issues you want discussed at the meeting, please contact either myself or any Director.

ASA announced the dates for the Quality Assurance Committee Meeting, November 2nd and 3rd in Dallas, Texas. If you are interested in attending, please contact ASA for registration information.

Take care,
Michele

OFFICERS:

Mitch Weinberg
(954) 441-2234
Corporate Treasurer

Jason Dickstein
(202) 347-6899
Corporate Secretary

Michele Dickstein
(202) 347-6899
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BOARD OF DIRECTORS

Terry Bond (305) 925-5155
M&M Aerospace Hardware, Inc.

Richard Levin (818) 842-6464
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Brent Webb (972) 488-0580
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The FAA has regulated static parts in a general sense for more than a decade under 14 CFR § 33.19(a), which requires the engine be designed and constructed to minimize the development of an unsafe condition between overhaul periods; however, no previous regulation specified that life-limits be imposed on static structures.

Static parts will need to be life-limited when their failure could result in a hazardous engine effect. The new regulation uses the phrase "likely to result" but that phrase is defined in the Federal Register to mean a possible outcome, regardless of probability of occurrence, so that means that practically all static engine parts could need to be life-limited.

The term "hazardous engine effects" is defined in section 33.75 of the aviation regulations and includes those that would cause the component to catch fire, burst, generate excessive loads, or lose the ability to be shut down. Examples of static parts that would fall under the life-limited category include high-pressure casings and non-redundant mount components.

The new rule also provides new guidelines for developing and submitting engineering, manufacturing and service life plans. The rule also adds section 33.34 to the regulations, requiring that engine turbocharger cases be able to contain fragments from a failed compressor or turbine.

After November 5, any manufacturer or repair entity seeking a design approval for a part covered under the new section must establish operating limitations in accordance with an FAA-approved procedure. ASA members should be prepared to see future designs.

OIG Says FAA Still Needs Better Oversight of Contract Maintenance

Despite previous alerts about safety of contract maintenance, the DOT's Inspector General said that the FAA is still inadequately monitoring repair stations and airlines' use of third-party maintenance providers.

During his testimony to the Senate Subcommittee on Aviation Operations, Safety, and Security, DOT Inspector General Calvin Scovel III pointed out that while U.S. air carriers are increasing their proportions of contract maintenance, the FAA does not have full knowledge of where airlines are going for their maintenance and cannot effectively oversee foreign maintenance providers.

Also known by the term "outsourced maintenance," contract maintenance has become a hot-button issue in recent years. Mindful of the tighter operating margins that result from rising fuel costs and significant labor costs, many airlines have chosen to outsource some (or even all) of their maintenance to facilities that can do the work for less.

In recent years, the FAA has implemented new regulations designed to give the agency better tools for tracking and overseeing outsourced maintenance. Scovel said that while FAA oversight of this outsourced maintenance has improved over the past several years, work still needs to be done to increase the focus on repair stations.

"Air carriers are required to provide—and FAA must approve—a list of substantial maintenance providers, which are repair stations that can conduct major repairs on the air carrier's aircraft," Scovel said in a report based on his testimony. "However the information that air carriers provided did not always represent the facilities they actually used or show the quantity or work they sent to each facility."

A DOT survey of 19 air carriers found that all of those polled used repair facilities that had not been approved by the FAA. The survey identified more than 1,400 such non-certificated repair facilities performing maintenance, more than 100 of which were located in foreign countries. Such facilities may provide specialized services that are provided to many different industries, so the burden of obtaining a repair station certificate is not a cost-effective one for the facility. There are a number of regulatory provisions that permit this sort of arrangement, but in each such case the burden to ensure safety remains on the shoulders of the air carrier.

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ASA Regulatory Workshop Series

DALLAS, TX.....November 1

Hilton Garden Inn - Addison
4090 Belt Line Road
Addison, TX 75001
(972) 233-8000

Plus!

Quality Assurance Committee Meeting.....November 2-3

Brookhaven Country Club
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Dallas, TX 75234
(972) 243-6151

Stay Tuned! ASA will announce new workshop dates and locations as they become available!

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Scovel recommended that "FAA must first determine which non-certificated facilities perform critical and scheduled maintenance and then decide if it should limit the type of work these facilities can perform."

With respect to FAA-certificated foreign maintenance providers, Scovel said that these facilities are held to a stricter standard than American repair stations, however because of international legal limitations, they also lack certain domestic requirements such as mandatory drug and alcohol testing and adherence to domestic security requirements.

Furthermore, Scovel pointed to short staffing for inspectors of foreign repair stations and unequal oversight of certain geographical areas compared to others.

"For example, two FAA offices had the same number of inspectors assigned to oversee the air carriers in their geographic areas even though one of those carriers had twice as many aircraft and 127 percent more flights than the other," Scovel said.

The inspector general explained that contract maintenance has risen to 64% of total air carrier maintenance cost, up from 37% in 1996. With this trend likely to continue and a projected increase in retirement eligibility over the coming years, Scovel said the FAA needs to take action to better account for where maintenance is being performed, address repairs done at non-certificated stations, and increase staffing.

"We have emphasized that the issue is not where maintenance is performed but that maintenance requires effective oversight," he said.

The written testimony can be found online at:
http://www.oig.dot.gov/StreamFile?file=/data/pdfdocs/Web_File_Foreign_Repair_Station_Final__Statement.pdf

FAA Proposes New Guidance on Insulation

Some ASA members recognized a new opportunity four years ago when the FAA began efforts to improve flame penetration resistance of thermal and acoustic insulation, and required the replacement of certain insulation in aircraft. In the next step in this process, the FAA has issued a draft advisory circular on the subject for comment. Draft AC 25.856-2X would provide guidance on installing such insulation in airplanes.

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In 2003, the FAA approved a new test method and requirement improving insulation fire resistance, especially for blazes caused by spilled fuel from damaged tanks that result in pool fires that penetrate the cabin. Insulation is used to fortify the fire resistance of aluminum aircraft skin, which currently has little burn-through protection, and the new AC outlines installation guidelines to derive maximum benefit from protective insulation.

The non-mandatory guidance specifically discusses batting, barrier, and encapsulation systems and explains how insulation should be affixed to the airframe. Consideration is primarily aimed at minimizing openings in the insulation that could allow fire penetration. The AC presents several methods of overlapping insulation at and fastening it to various parts of the airframe.

Finally, the FAA has provided guidance on testing the various overlap and attachment methods within the AC.

The draft AC is available on the FAA Web site, and the agency is currently accepting comments. It can be found at: http://www.faa.gov/aircraft/draft_docs/media/Draft_AC_25.856-2X.doc.

Lightweight Seat Cushion Flammability

ASA members with inventories of interior items may be interested in the latest proposals on seat cushions. Lightweight seat cushions may garner a separate flammability criteria compared to other cushion types if a new FAA draft policy is adopted.

The FAA is planning to establish the new criteria of seat cushion to adjust for the current standard for determining passable flammability resistance. Currently, all seat cushions, regardless of size or type, are subjected to an oil burner test. To satisfy the test requirements, the cushions must have an average percentage weight loss of no more than 10% and a burn length of no more than 17 inches.

The new policy has been developed in response to complaints that the current test parameters are biased against smaller cushions that have less initial weight. For example, the same weight loss from fire in two cushions of different sizes means a greater percentage loss in the smaller cushion.

To account for adequate fire resistance in cushions weighing less than three pounds, allowable weight loss has been increased to 12% to 20% and allowable burn length has been increased to 12 inches to 16 inches, depending on cushion weight to cover weight ratio.

These guidelines have been established in accordance with FAA testing. The draft policy states that "judging from the research data, there are several cushion types that provide satisfactory fire safety but would not be useable without these criteria."

While the policy does not constitute a new regulation, it would be used by FAA officials working on future projects. Comments on the policy, which can be viewed on the FAA Web site, are welcome. The proposed policy can be found at:
http://www.faa.gov/aircraft/draft_docs/media/lightweight_seat_policy_2007.doc.

FAA Draft Order for ULDs with Environmental Controls

The FAA is considering policy on the certification and approval of cargo containers with a self-contained environmental control system. This order would serve as guidance for FAA aircraft certification office staffs. The order is still in internal FAA coordination.

Such containers, known officially as Active Unit Load Devices (ULDs) by the FAA, posses a self-contained environmental control system to maintain a specific temperature for their contents. The agency has received several approval requests for these battery-powered devices from various ULD manufacturers. Although their primary intended purpose is not for aviation parts, in the future, ULDs could be used to ship equipment that is particularly temperature-sensitive, like certain avionics components.

The draft order states that active ULDs must meet the requirements in the latest revision of technical

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standard order (TSO) C90, which is used to approve cargo containers and evaluate their interaction with the aircraft structure and flammability characteristics.

In addition to compliance with TSO-C90, active ULD manufacturers must also submit a failure modes and effects analysis (FMEA) and Functional Hazard Assessment (FHA) for the environmental control system under AC 25.1309-1. Active ULD approval also requires applicants to address electromagnetic interference, Hazmat issues, effects on the fire detection/suppression system and smoke containment, behavior of the ULD during a fire, battery safety, decompression testing, and the effect of environmental conditions, among others.

Cargo containers with an active temperature control system also must have proper markings, as outlined in the draft order. Furthermore, shippers carriers who offer an active ULD must comply with the applicable hazmat regulations.

FAA aircraft certification offices will likely apply careful scrutiny during the initial approval of this new type of cargo container, as neither TSOC90 nor any other TSO addresses all of the relevant safety aspects of an active ULD.

FAA Welcomes a New General Counsel

A self-proclaimed aviation enthusiast is the latest appointee to the top legal post at the FAA. In March, President Bush appointed long-time lawyer and former Naval Officer Kerry Long to serve as the agency's chief counsel.

In his role as top legal advisor to FAA Administrator Marion Blakey, Long will assist in the legal issues related to the agency's regulatory program, litigation, enforcement activities, and legal relations with foreign civil aviation authorities. He will oversee a staff of more than 200 employees around the country.

Prior to more than two decades of legal experience, Long graduated from Colgate University in 1972 and then became an officer in the U.S. Navy. During his time in military service, Long received special recognition for participating in a rescue operation following a collision between two ships during a training exercise.

After graduated magna cum laude from Cornell Law School in 1980, the new chief counsel served as a partner for several top aviation law firms. Prior to the recent appointment, Long served as partner at Fulbright & Jaworski L.L.P., where he worked extensively on aircraft finance issues. Long is listed in the Guide to the World's Leading Aviation Lawyers and he served as a member of the Aircraft Financing Subcommittee of the American Bar Association Section of Business Law.

Blakey expressed hope that Long will help bring the agency into the future. "It is vital that we have the best and brightest as we move forward with the FAA's aggressive plan to transform the aviation system to meet future demands," Blakey said. "The experience he brings to the table makes Kerry Long an excellent addition to the FAA team."

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Pemco Expands into Tampa; Sells Its Commercial Business

July has been a big month of change for Pemco Aviation Group. The MRO provider announced its intent to expand into Florida following an agreement to sell off their commercial subsidiary to a private investment firm.

In mid-July, the Tampa International Airport Authority granted Pemco exclusive rights to negotiate a lease for the former U.S. Airways hangar at the airport within two months. The space consists of five bays and 150,000 square feet for aircraft maintenance and overhaul.

News of the bargaining period came less than two weeks after Pemco announced an agreement for the $43-million sale of its Pemco World Air Services, Inc. to Sun Capital Partners, Inc. The sale of the business, which provides maintenance and repair services to commercial carriers, is expected to be completed by the fall pending stockholder approval and closing conditions.

The space at Tampa International Airport would be used for the World Air Services division, which remains under Pemco Aviation Group's ownership for the time being. The commercial maintenance group already maintains a facility in Dothan, Ala., and a Pemco spokesperson said that Sun Capital Partners has been involved with the lease talks with the airport authority. Pemco anticipates that the hangar space would generate 400 jobs in the area.

The future sale of World Air Services will be used in part to pay off bank debt and fund pension plan liabilities. The recently sold company will keep the Pemco name, and Pemco Aviation Group will continue to provide services for military and government aircraft.

Beware of Illegal Cargo Pricing

Recent fines have emphasized the need for aircraft parts distributors to be wary of illegal price setting and antitrust practices when shipping components on air carriers around the globe. Last month, British Airways and Korean Air were each fined $300 million by a U.S. District Court for antitrust conspiracy.

The legal dispute has arisen over claims that the two airlines colluded with rival airlines to raise cargo rates and fuel surcharges, a hike allegedly emplaced to account for rising oil prices. As an example, from 2004 to 2006, fuel surcharges rose from about $10 to $120 per ticket for a round-trip, long-haul British Airways flight.

Companies in Europe and America are bringing suit against British Airways to redress possible overcharging from cargo price-fixing. Some of the largest firms going after the carrier through a class-action lawsuit include Ikea, Volvo, and TNT. Korean Air also faces legal action from private industry.

This price-fixing issue may not end with only two carriers. Ongoing investigations are focusing on at least 11 airlines including American Airlines, Air France-KLM Group, and Japan airlines for possible collusion. Virgin Atlantic also admitted to engaging in price fixing with British Airways but has evaded sanction thus far because they alerted British officials about this practice taking place in the company.

Companies that were potentially overcharged by British Airways or Korean Air may have legal rights to compensation. You should contact your lawyer for more information.

FAA Standardizes HIRF Compliance

Suppliers, manufacturers, and modifiers of airplane electronic equipment should be mindful of new FAA certification guidelines regarding protection against high-intensity radiated fields, or HIRF. While the recently released rules would not spell out major changes for already certificated equipment, they will impose burdens on new or modified type designs.

The new standards, which take effect September 5, 2007, apply to all type-certificated aircraft and rotorcraft, and they require that flight-critical electronic systems not be adversely affected by certain

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HIRF environments and are able to regain normal function after exposure. Additionally, other electronic systems important to safe flight must also not be adversely affected from the HIRF environment, which results from electromagnetic emissions from radio antennas, TV towers, and other sources.

All electrical components certificated before September 5 will not be subject to the rules, unless there is a change to the component. This means that if a supplier currently holds a certificated electronic part in inventory, that part may still be legally used or sold so long as no modifications are done that would require new certification. Accordingly, maintenance work is permitted on already-certificated aircraft electronics equipment only if the component or system is returned to the condition under which it was certified.

Anyone seeking a new type certification or additional approval for installation after September 5 will need to ensure the component complies with the testing guidelines under the new HIRF rule. Previously, HIRF compliance was proven in accordance with FAA-issued special conditions. Certification for all new designs or design changes will now be covered by the standards, and the FAA will discontinue issuing special conditions for HIRF compliance.

The new standards lay out the most stringent testing guidelines for electronic equipment whose failure would prevent the continued safe flight and landing of the airplane, requiring performance under the most intense HIRF environment. Systems whose failure would significantly reduce the capability of the airplane or the ability of the flight crew to respond to an adverse operating condition, and systems whose failure would reduce that capability are each subject to less stringent standards, but must be tested nonetheless. Electric equipment that is not at all important to safe flight, such as a passenger entertainment system, need not be tested.

The rule does provide relief from the HIRF testing requirements for new type certificates that have shown to comply with special conditions issued before December 1, 2007. This provision is the only way around the new standards when seeking new certification or change to an existing certification. To apply for this relief, the system must comply with previously issued special conditions, the HIRF immunity characteristics must not have changed since compliance with the special conditions, and the data used to demonstrate compliance must be provided.

To see the new standards, including the testing requirement for flight-critical electronics equipment, please visit:
http://a257.g.akamaitech.net/7/257/2422/01jan20071800/edocket.access.gpo.gov/2007/pdf/E7-15195.pdf.

Groups to Harmonize Defense and Airline Technical Publication Data

Efforts by several American and European agencies may mean increased use of one standard specification for defense and airline technical publications.

The AeroSpace and Defense Industries Association of Europe (ASD), the Aerospace Industries Association of America (AIA) and the Air Transport Association of America, Inc. (ATA) announced last month that they will work to merge commercial airline and aerospace defense technical publication data standards in the European S1000D specification. That specification was originally developed by ASD for use with military systems, however it has since been adopted to broader applications by the three organizations.

ASD, AIA, and ATA plan to further develop the specification and to promote “common, interoperable, international technical publication data in the aerospace manufacturing, commercial, and defense aviation industries.” For manufacturers creating components for both commercial and defense industries, further development of S1000D will help cut costs by allowing use of shared guidance.

As the three organizations aim to ease the burden on industry, ASA is in the process of incorporating Department of Defense information and requirements into ASA-100 to allow greater commonality between the defense and commercial realms. Through these defense specifications, the association aims to better position accredited distributors to secure defense contracts.

Blakey to Lead AIA

Current FAA administrator Marion Blakey will take up the top post at the Aerospace Industries Association following the end of her five-year term at the FAA.

Blakey will assume her now job at AIA, which represents major aerospace equipment manufacturers, on November 12, 2007. AIA regularly brings together members of the private sector and government to address civil aviation issues, such as the environmental impact of aviation and aviation safety.

The outgoing FAA Administrator will replace John Douglass, who has served as AIA President and CEO since September 1998. Douglass will remain at AIA until the end of the year to facilitate the transition to Blakey's leadership.

Blakey has extensive experience working in government, and will likely help to facilitate a strong relationship between AIA and various federal agencies. While at the FAA, she oversaw the safest period for U.S. air travel and the launch of a major initiative to modernize America's air transportation system, as the agency dealt with diminishing system capacity and increasing delays.

Prior to her time at the FAA, she served as Chairman of the National Transportation Safety Board (NTSB), where she lead investigation of the crash of an American Airlines A300 in 2001, and Administrator of the National Highway Traffic Safety Administration (NHTSA). While working in various government positions, Blakey was also a principal of Blakey & Associates, now Blakey & Agnew, a public affairs consulting firm focused on transportation and traffic safety.

Proposed Rule Consolidates Cafeteria Health Plan Guidance

Employers providing cafeteria health care plans will be subject to new, comprehensive regulations under a rule proposed by the IRS.

Through cafeteria plans, businesses may allow employees the choice to withhold a certain amount of pre-tax salary and use it toward healthcare expenses, thus decreasing the percentage that workers pay in federal taxes. The Department of the Treasury imposes certain restrictions on cafeteria plans, and the proposed regulations consolidate guidance on the offering of such plans.

The published rules establish cafeteria plans under section 125 of the Internal Revenue Code as the exclusive means by which employees may elect to have pre-tax salary used toward healthcare

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benefits. The rule states that a cafeteria plan must be a separate, written plan and must cover a 12 month long consecutive period, with exceptions for valid business purposes. Cafeteria plan are only open to those individuals owning two percent or less of the company.

When it comes to an employee's election to participate in cafeteria plans, the proposed rule mandates annual elections and generally does not allow changes to the plan during the year. One exception to the later provision allows for employees contributing to a health savings account (HSA) to make prospective monthly changes to the HSA contribution. Employers may also set up automatic enrollment in a cafeteria plan for an employee unless he or she specifies otherwise.

Employers and employees alike should be aware of proposed regulations covering flexible spending accounts (FSAs) that are included in cafeteria plans. Such arrangements must comply with the applicable rules in section 125, including the "use-or-lose" rule that prohibits annual rollover of account funds. Such accounts must also be set for a consecutive 12 month period, with minor exceptions.

Finally, the regulations reinforce that cafeteria plans may not discriminate in favor of a highly-compensated employee. For example, high-salary employees may not be offered a more competitive plan than those who earn less. An employer is able to enact certain restrictions, however, such as requiring three years of time at a company before entering in a plan.

The proposed rules are currently open for public comments, which must be received by November 5, 2007. To see the proposed regulations in their entirety, please visit: http://a257.g.akamaitech.net/7/257/2422/01jan20071800/edocket.access.gpo.gov/2007/pdf/E7-14827.pdf.

Is a Health Savings Account Right for You?

At a time of rising healthcare costs to employers and employees alike, health savings accounts allow individuals to put away money tax-free for healthcare purposes. Now may be an especially opportune time to look into setting up a health savings account (HSA) thanks to increased contribution limits and more flexible rules enacted this year.

HSAs were set up four years ago under the Medicare Modernization Act and allow anyone younger than 65 with a qualified high-deductible health plan (HDHP) to open up an HSA. Money in the account is not taxed and will roll over from year to year, though there are limits to how much funding can be put in an individual account.

The Tax Relief and Health Care Act of 2006 (TRHCA), which went into effect this year, raised the maximum annual contribution that individuals can make to their HSAs from $2,700 to $2,850 and from $5,450 to $5,650 for those with family coverage. In consideration of those who have had less time to contribute to an HSA, the act also allows holders 55 and older to make an extra catch-up deposit of up to $800 each year until they are enrolled in Medicare.

While employers are restricted to offering HSA options to employees who own five percent or less of the company or make less than $100,000, all self-employed individuals are not subject to income restrictions. Employers are responsible for selecting a qualified HSA option, but individuals who will be using such accounts should ensure that they find the right plan for them.

In particular, employees may instead consider setting up a flexible spending account (FSA), which also allows the use of pretax income for healthcare costs but does not require a HDHP and does not limit the amount of monthly contribution. On the other hand, FSA money does not usually rollover from year to year and cannot be withdrawn for a non-medical expense (HSA dollars can be removed for such costs but are subject to additional taxes).

Nonetheless, the new laws give employees a one-time opportunity to roll-over existing balances in FSAs or health reimbursement accounts into an HSA, so now may be an ideal time to consider setting up an HSA. Furthermore, HSA users have a one-time opportunity to match the maximum contribution limit for the year under the new law. Before making a decision, however, be sure to check with your tax or financial advisor to help determine the best option for you.

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Vendor Quotes*

Provides a tool to locate sources for part procurement and send out requests for quotes to multiple vendors, including multiple lines.

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Provides the opportunity to manage the invoice process by viewing system wide for open sales orders and determining if these can be expedited or consolidated with existing invoices, etc.

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Optimizes material and production planning by analyzing historical usage and projecting future demand. Recommends minimum and maximum order quantities based on lead time and forecasted demand.

Lot Costing

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Data Services

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Management Reports*

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Document Imaging

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Company Management*

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Max-Q

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Prints bar codes and allows for the scanning of physical inventory to track and manage stock and account for all parts when shipping, receiving, etc.

Repair Manual Tracking

Tracks all publications and revision dates and review dates. Provides for manual effectivity by part, customer and ATA. Integrated with the Shop Control module providing specific manual requirements for individual work orders.

Rental and Leasing

The Rental and Leasing module has the versatility to handle all of your rental and leasing transactions including flight-time based billing.

GFi

GFI Faxmaker

This is a fax manager that supports "background" faxing from all Quantum users by using a service based system. This is a third party MAPI compliant fax manager supporting multiple fax servers and Citrix.

Avref®

AVREF Catalog Files

The AVREF Catalog System provides the latest OEM pricing information along with access to Government MCRL cross reference data. Completely integrated with the Quantum Inventory Module.

**Standard Quantum Module*

www.stockmarket.aero

ORACLE

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CONTACT US!

ASA Staff is always interested in your feedback. Please contact us with any comments or suggestions.

Michele Dickstein
President
michele@aviationsuppliers.org

Jason Dickstein
General Counsel
jason@washingtonaviation.com

Caroline Bruenderman
Manager, Membership and Meetings
caroline@aviationsuppliers.org

Stephanie Brown
Program Coordinator
stephanie@aviationsuppliers.org

Diane Leeds
Account Services
diane@aviationsuppliers.org

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CALENDAR OF EVENTS!

ASA Events

Hazmat Training

Fall, 2007 .....Washington, DC

2007 Workshop Series

November 1.....Dallas, TX - *Hilton Garden Inn*

Other Dates and Locations To Be Announced!

Quality Assurance Committee Meeting

November 2-3.....Dallas, TX - *Brookhaven Country Club*

Other Industry Events

November 4-6.....SpeedNews 12th Annual Regional & Business Aviation Industry Suppliers Conference, Location TBA

December 3-4.....Aircraft Maintenance Outsourcing Expo 2008 Cobb Galleria Centre, Atlanta, GA

May 7-8 (2008).....Airline Purchasing Expo 2008 Olympia 2 Exhibition Centre, London, UK