

# The UPDATE Report



CONGRATULATIONS TO  
THE FOLLOWING  
COMPANIES:

**SILVER WINGS  
AEROSPACE, INC.**  
Princeton, FL

*FOR THEIR ACCREDITATION*

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

**Not Accredited Yet?**

**Learn why ASA-100  
is the number one  
Quality Audit System  
chosen by distributors  
worldwide.**

(202) 347-6899

[info@aviationsuppliers.org](mailto:info@aviationsuppliers.org)



## Doing Business With Carriers in Bankruptcy

With Air Carriers discontinuing operations and filing for bankruptcy protection in response to rising oil prices, it is important for ASA members to know their rights in a bankruptcy. This month, we focus on your rights to get paid after a bankruptcy filing.

In general, once an estate has filed for bankruptcy protection, all outstanding debts are "put on hold" and are subject to the jurisdiction of the Bankruptcy Court. Debts will be divided into pre-petition (debt incurred before the filing) and post-petition (debt incurred after the filing).

Post-petition debts enjoy an administrative priority for payment. This means that they are among the first debts to get paid in a reorganization. The reason for this is that in order to reorganize a business, the business must have the cooperation of its suppliers and other partners. Such cooperation can be difficult to ensure if the partners are worried about whether or not they might get paid. Many people feel that the best time to do business with a struggling company can be after it files for bankruptcy protection because of the administrative priority of such debts.

Priority for post-petition debts is meant to encourage partners by offering them a greater likelihood of payment, but it is not the same as a guarantee of payment. Generally, post-petition debt is paid from the business' free cash flow. This means that if the business ceases to have cash flow, it may cease to be able to pay any of its debts. For this reason, distributors who are supporting their post-petition customers should keep a careful eye on the bankrupt company's cash flow. An air carrier that discontinues operations, for example, will likely have no free cash flow, and this will make it impossible for the carrier to pay any debts ... even the debts that enjoy an administrative priority for payment.

*Continued on Page 3*

### INSIDE:

President's Message . . . . .	2	Jurisdiction over Aircraft Parts . . 3	Fuel Cost Casualties . . . . .	7
Publication Information . . . . .	2	ITAR Training Resumes . . . . .	Glider Transponders . . . . .	10
Association Information . . . . .	2	Hazmat Training & Trainers . . . .6	UPNs . . . . .	11, 12, 14, 16, 17
			Calendar of Events . . . . .	20

## 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](mailto:jason@washingtonaviation.com)

Dear Members,

Many members have expressed concerns over the difficulty in understanding and training their staff to the export and import rules. There is an upcoming export comment deadline that members should be aware of. The U.S. Department of State has a proposal to amend the International Traffic in Arms Regulations (ITARs), to clarify the limits on the State Department's jurisdiction over aircraft parts. There is an article in the newsletter describing the changes and the actual proposed text. Please take time to read over the proposal and comment directly to the State Department. ASA will be filing comments. If you want your comments to be included in the Association's filing please forward them to Jason Dickstein. ASA will be holding separate workshops on Export and Import issues at the Annual Conference.

For obvious reason protecting your company when a customer files bankruptcy has been on the minds of members. There is a brief article in the newsletter about doing business with customers that are in bankruptcy. ASA in the past has printed several bankruptcy articles. We will also be holding an in-depth training workshop regarding bankruptcy issues at the Annual Conference.

Registration is open for the conference. As always, we expect to sell out the hotel room block so make your reservations early. The Aircraft Fleet Recycling Association (AFRA) will be holding its annual meeting during the ASA conference. While AFRA is involved in many issues, disassembly of aircraft and engines is a shared issue with ASA. The joint meeting provides an opportunity to gather intel regarding best practices in disassembly and also allow for networking with companies looking to sell aircraft and parts.

Take Care,  
Michele

### BOARD OF DIRECTORS

### OFFICERS:

#### Mitch Weinberg

(954) 441-2234  
*Corporate Treasurer*

#### Jason Dickstein

(202) 347-6899  
*Corporate Secretary*

#### Michele Dickstein

(202) 347-6899  
*President*

**Richard Levin** (818) 842-6464  
A.J. Levin Company

**Greg McGowan** (206) 898-8243  
Boeing Commercial Airplanes

**Mike Molli** (847) 836-3100  
Technitrade, Inc.

**Roy Resto** (414) 875-2191  
Tracer Corporation

**Brent Webb** (972) 488-0580  
Aircraft Inventory Management & Services Ltd.

**Mitch Weinberg** (954) 441-2234  
International Aircraft Associates, Inc.

### LIST OF ADVERTISERS

Component Control	9
ASA 2008	4
Hazmat Training	8
ASA Membership	15
ASA Accreditation	19

*Want to expand your marketing opportunities?*

Advertise in The UPDATE Report!  
For more information, e-mail:  
[caroline@aviationsuppliers.org](mailto:caroline@aviationsuppliers.org)  
or call (202) 347-6898

*Continued from Page 1*

Pre-petition debts are another story entirely. These debts may be further divided into secured debt and unsecured debt. Secured debt is debt that is supported by some sort of enforceable security interest. For example, if you sell an engine to an air carrier on credit, then you probably retained a security interest in the engine to help guarantee payment. If you need to enforce the security interest outside of the context of a bankruptcy, then you can usually force a sale of the asset to pay the debt. In a bankruptcy context the court will supervise the sale. If the sale of the asset nets more than the outstanding secured debt, then the remainder is returned to the debtor/bankruptcy estate. If the sale of the asset nets less than the outstanding secured debt, then the remaining unsatisfied debt is considered to be unsecured debt.

Often, pre-petition unsecured debts are unlikely to be paid in full. If the bankruptcy estate goes through liquidation and if there are assets left over after the secured creditors are satisfied, then the remaining assets of the estate will usually be divided pro-rata among the unsecured creditors. This can result in a payment of pennies on the dollar, or it can result in no payment at all if there are no assets remaining in the estate after all of the priority creditors have been paid.

The Bankruptcy Court has the power to authorize any payment that is in the best interest of the bankruptcy. It is not unusual to see payments of pre-petition debts for fuel and other “essentials” when an air carrier seeks bankruptcy protection. This is done in order to encourage fuel suppliers and other essential suppliers to continue to work with the air carrier during a reorganization. There is less likelihood that the bankruptcy estate will pay 100% of the pre-petition debts owed to an aircraft parts distributor, absent exceptional circumstances.

## State Department to Clarify Jurisdiction Over Aircraft Parts

The U.S. Department of State has proposed to amend the International Traffic in Arms Regulations (ITARs), to clarify the limits on the State Department’s jurisdiction over aircraft parts. This action is taken in response to concerns raised by ASA and others in the industry about the ambiguities that have been introduced into the system concerning when an aircraft part falls under State Department jurisdiction for export purposes.

At issue is the language found in Section 17(c) of the Export Administration Act of 1979. This section provides that certain civil aircraft parts will always fall within the export jurisdiction of the Commerce Department, rather than the State Department. Notwithstanding this language, the State Department has extended its jurisdiction over certain aircraft parts. The State Department has been able to do this because the original Export Administration Act text was imprecise in describing the scope of parts it covered, which resulted in many civil aircraft parts being excluded from the protection of the Act.

Clearly determining whether an aircraft part is subject to State Department jurisdiction is very important to ASA exporters. Most exports subject to Commerce Department jurisdiction do not need licenses. Practically all exports subject to State Department jurisdiction must be licensed to be legally exported. The licensing process can add a lengthy wait to your export – a wait that might cause a potential customer to seek out a non-U.S. supplier of the same article.

The State Department intends to publish the following note in the regulations in order to clarify its position. In order to better understand the note, a list of acronyms follows the note.

*Note: The Export Administration Regulations (EAR) administered by the Department of Commerce control any part or component (including propellers) designed exclusively for civil, non-military aircraft (see Sec. 121.3 for the definition of military aircraft) and civil, non-*

*Continued on Page 5*

# ASA 2008 Vegas



## *Growth*

*The aviation industry has experienced unprecedented growth in recent years. ASA 2008 will explore previous growth and give you the tools you need to capitalize on future opportunities.*

## *Innovation*

*Now more than ever, innovation is the key to staying on top in this competitive market. ASA 2008 has all the information you need to bring innovative techniques to your business.*

## *Operational Efficiencies*

*As costs continue to rise, operational efficiency is essential to future growth in the industry. ASA 2008 will feature the latest in operational efficiencies throughout the industry **AND** explore how you can use these efficiencies to improve your business.*

July 26-29  
Paris Hotel & Casino  
Las Vegas, NV

***Registration Now Available!***

**Hotel Reservations: 877.603.4389**

The ASA Room Rate is \$189 for Friday and Saturday; \$149 all other nights. Please reference "ASA Annual Conference" when making your reservation.

***Full Program Coming Soon!***



***www.ASA2008.org***

military aircraft engines. Also, a non-SME component or part (as defined in Sec. 121.8(b) and (d) of this subchapter) that is not controlled under another category of the USML, that: (a) Is standard equipment; (b) is covered by a civil aircraft type certificate (including amended type certificates and supplemental type certificates) issued by the Federal Aviation Administration for a civil, non-military aircraft (this expressly excludes military aircraft certified as restricted and any type certification of Military Commercial Derivative Aircraft); and (c) is an integral part of such civil aircraft, is subject to the control of the EAR. In the case of any part or component designated as SME in this or any other USML category, a determination that such item may be excluded from USML coverage based on the three criteria above always requires a commodity jurisdiction determination by the Department of State under Sec. 120.4 of this subchapter. The only exception to this requirement is where a part or component designated as SME in this category was integral to civil aircraft prior to [effective date of the final rule]. For such part or component, U.S. exporters are not required to seek a commodity jurisdiction determination from State, unless doubt exists as to whether the item meets the three criteria above (See Sec. 120.3 and Sec. 120.4 of this subchapter). Also, U.S. exporters are not required to seek a commodity jurisdiction determination from State regarding any non-SME component or part (as defined in Sec. 121.8(b) and (d) of this subchapter) that is not controlled under another category of the USML, unless doubt exists as to whether the item meets the three criteria above (See Sec. 120.3 and Sec. 120.4 of this subchapter). These commodity jurisdiction determinations will ensure compliance with this section and the criteria of Section 17(c) of the Export Administration Act of 1979. In determining whether the three criteria above have been met, consider whether the same item is common to both civil and military applications without modification. Some examples of parts or components that are not common to both civil and military applications are tail hooks, radomes, and low observable rotor blades. "Standard equipment" is defined as a part or component manufactured in compliance with an established and published industry specification or an established and published government specification (e.g., AN, MS, NAS, or SAE). Parts and components that are manufactured and tested to established but unpublished civil aviation industry specifications and standards are also "standard equipment," e.g., pumps, actuators, and generators. A part or component is not standard equipment if there are any performance, manufacturing or testing requirements beyond such specifications and standards. Simply testing a part or component to meet a military specification or standard does not in and of itself change the jurisdiction of such part or component unless the item was designed or modified to meet that specification or standard. Integral is defined as a part or component that is installed in the aircraft. In determining whether a part or component may be considered as standard equipment and integral to a civil aircraft (e.g., latches, fasteners, grommets, and switches) it is important to carefully review all of the criteria noted above. For example, a part approved solely on a non-interference/provisions basis under a type certificate issued by the Federal Aviation Administration would not qualify. Similarly, unique application parts or components not integral to the aircraft would also not qualify.

#### ASA's Useful Glossary of Acronyms

**EAR:** Export Administration Regulations (the Commerce Department's export regulations, which apply to most exports of civil aircraft parts)

**SME:** Significant Military Equipment (the type of equipment that must be examined through the State Department's Commodity Jurisdiction Request system to determine who has export jurisdiction).

**USML:** United States Munitions List (the list of items, by category, that are subject to the export jurisdiction of the State Department).

*Continued from Page 5*

Remember – this is the regulation that is meant to help clarify the process in determining when an aircraft part might be subject to State Department jurisdiction and when it is clearly subject to Commerce Department jurisdiction; so we want it to be as clear and useful as possible. We are not convinced that this is the clearest way to state the standards for identifying the Department with export jurisdiction. If you recognize problems with this note, or if you have ways to help improve this note, then please be sure to file your comments with the State Department and to send ASA a copy of your comments as well.

The Department of State will accept comments on this proposed rule until **May 12, 2008**. Comments may be emailed to [DDTCResponseTeam@state.gov](mailto:DDTCResponseTeam@state.gov). This comment date is coming up fast, so be sure to get your comments submitted!

### ITAR Training Resumes

The State Department's Directorate of Defense Trade Controls (DDTC) has announced that it is once again providing "In-House Seminars" addressing ITAR compliance. The In-House Seminar is a one-day training event covering export licensing basics and is open to the export community.

The first In-House Seminar is scheduled for Wednesday, May 28th in DDTC's offices. Attendance and registration information is provided below. The registration deadline for the May 28th seminar is May 14th.

In order to attend, you must complete the In-House Seminar Registration Form by clicking on the In-House Seminar link under the Outreach link on the DDTC website at <http://www.pmdotc.state.gov>. The completed registration form must be sent to the attention of Candace Goforth by either e-mail, as an attachment, to [goforthcm@state.gov](mailto:goforthcm@state.gov) or via fax at (202) 261-8199.

Attendees will be identified on a first-come, first-serve basis. **All attendees must be currently registered with DDTC.** Preference will be given to new registrants and small-businesses. Participation will be limited to 20 attendees. Selected attendees will be notified via e-mail.

### Hazmat Training and Trainers

One of ASA's members recently asked us what it takes to be a hazmat trainer. He noted that hazmat training is becoming more important to the aviation industry, as more companies recognize how many hazmats there are in aircraft parts, and as more government agencies begin to examine hazmat training records in aircraft parts distribution companies. He explained that he wanted to try to qualify one of his employees as a hazmat trainer so that this employee could be responsible for hazmat compliance at their facility.

The short answer is that there is no regulatory requirement, but there are plenty of practical requirements. The U.S. regulations do not specify minimum criteria for hazmat trainers. Instead the regulations specify the curricula for the class and impose on the employer an obligation to meet the regulatory requirements for training. See 49 C.F.R. § 172.700 et seq.

Under the U.S. regulations, every person who makes a decision that could affect the safe transportation of hazardous materials is a hazmat employee who must get trained. For most people in the United States, the training must be repeated every three years in order to remain eligible to participate in hazmat shipping operations.

*Continued on Page 7*

*Continued from Page 6*

These regulations are particularly important to ASA members because so many aircraft parts incorporate 'hidden hazmats,' ranging from batteries to fuel residue. Some ASA members that normally do not handle hazmat have found themselves receiving unexpected hazmats in consignments and other shipments from customers.

Although they do not represent true regulatory requirements in the United States, the guidance found in the ICAO Technical Instructions and the IATA Dangerous Goods regulations have always been considered important aids in regulatory compliance (in fact, the U.S. regulations permit reliance on the ICAO Technical Instructions for compliance in certain areas of the hazardous materials law).

The ICAO Technical Instructions and the IATA DGR both recommend minimum criteria for instructors. They recommend that instructors have adequate instructional skills and have successfully completed a dangerous goods training program. They further specify that an instructor must have delivered his or her course within the preceding 24 months OR attended recurrent training within that time period. [ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air](#), Part 1, section 4.3; [IATA Dangerous Goods Regulations](#), section 1.5.5.

ASA provides hazardous materials training each year in order to help the aircraft parts distribution community remain in compliance with the law.

The following dates and locations are currently scheduled:

May 14-15 -- Washington, DC -- Aviation Suppliers Association HQ  
May 21-22 -- Miramar, FL -- Hilton Garden Inn  
June 17-18 -- Los Angeles, CA -- LAX Embassy Suites  
September 23-24 -- Kansas City, MO -- Aircraft Electronics Association HQ

More information on these classes is available online: <http://washingtonaviation.com/hazmat/>.

Some ASA members send all of their staff responsible for shipping issues to attend our hazmat classes for initial and recurrent training. Other members send one person each year in order to keep up-to-date on the material, and then rely on that person as the training resource for training personnel in their own facility. No matter how you meet the requirements, though, it is important to make sure your personnel are getting trained so that they meet the regulatory requirements for training.

## Fuel Costs Claim More Casualties

Last month, we reported that Aloha Airlines had discontinued passenger operations and had filed for bankruptcy protection during reorganization. At the time, the company intended to continue its cargo operations with the intention of selling that successful operation. Sadly, Aloha has ended cargo operations and converted its Chapter 11 (reorganization) bankruptcy proceeding to a Chapter 7 (liquidation) filing.

The decision was made after Saltchuk Resources withdrew its \$13 million bid for the cargo operations. News reports indicate that Aloha representatives told Saltchuk that the minimum bid for the cargo unit was \$20 million, and Saltchuk refused to increase its bid.

Aloha was able to sell its contract services division (ticketing, baggage, ground operations and other services at Hawaii airports) to Pacific Air Cargo for \$2.05 million.

Aloha had blamed both fuel prices and unfair competition from Mesa Airline for its demise. Aloha's

*Continued on Page 8*

Continued from Page 7

lawsuit against Mesa remains incomplete, but Mesa recently settled its unfair competition lawsuit with Hawaiian Airlines – reportedly by paying Hawaiian \$52.5 million.

ASA members interested in following the bankruptcy can find information on the internet at the dedicated Aloha Airlines bankruptcy Web site:

<http://chapter11.epiqsystems.com/clientdefault.aspx?pk=b8f723a6-fe8c-4f97-b908-46566a8e0aad&l=1>

This Web site also has important information for ASA members who are creditors in the bankruptcy.

South Africa's Nationwide Airlines also recently suspended operations, citing 30% rise in fuel costs and drop in passenger loads. The passenger load drop is likely attributable to both current economic conditions and the fact that Nationwide was briefly grounded by the Civil Aviation Authority over safety concerns in November last year.



# 2008 Hazmat Training

<p><b>May 14-15</b> Washington DC Washington Aviation Group Offices</p>	<h3>Who Should Attend?</h3> <p>All individuals who may come into contact with, or make decisions that affect hazardous material (Hazmat) or dangerous goods (DG).</p>
<p><b>May 21-22</b> Miramar, FL Hilton Garden Inn</p>	<h3>Why Should I Attend ?</h3> <ul style="list-style-type: none"><li>• The US DOT requires that all individuals engaged in handling hazardous materials must be trained at least once every 3 years.</li><li>• Air Carriers are required to be trained every year, and IATA requires training every 2 years.</li><li>• All attendees receive a Certificate of Training stating 49 CFR 172 Subpart H training requirements have been met.</li></ul>
<p><b>June 17-18</b> Los Angeles, CA Embassy Suites</p>	
<p><b>September 23-24</b> Kansas City, MO Aircraft Electronics Association</p>	

To register, please visit our Web site: [www.washingtonaviation.com/hazmat](http://www.washingtonaviation.com/hazmat) or contact us 202-347-6899.

# Quantum Control

ORACLE® Business Software *Integrated with the* **StockMarket** ORACLE®



## Inventory Management\*

The cornerstone for the Quantum Control system. The parts summary screen provides a central viewpoint for all information and activity related to a given part.



## The StockMarket

Quantum users can search, buy, and sell parts with other Quantum Users in real time without leaving the software. Inventory postings are automatic and can include details such as serial numbers, images, time life and prices.



## Quotation Processing\*

Manages the customer quotation process and the recording of supplier responses from outgoing RFQs.



## Vendor Quotes\*

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



## Sales Orders\*

Manages the customer order process to include back order management, invoice preparation and product returns.



## Invoice Management\*

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.



## Purchase Orders & Requests\*

Manages the purchasing process including request routing and approval by dollar amount and employee position. Manages purchasing activity for stock, non-stock and exchange.



## Purchase Management\*

Provides the capability to manage purchasing activities by being able to review all parts needed for procurement based upon sales order requirements and below minimum level stock quantities.



## Integrated Accounting

The Accounting Module includes General Ledger, Accounts Receivable, Accounts Payable, and more - all integrated with Sales, Purchasing, Repair, Exchange, Work Order and Invoicing modules.



## Physical Inventory\*

Manages the physical inventory process. Generates count sheets for manual or barcode counting efforts.



## Receiving and Inspection\*

The receiving module is a powerful tool for efficient, cost-saving receiving, intermediate and final inspection, and defect recording.



## Shipping Management

Manages the shipping and order consolidation process to include user defined stages and statuses. Creates custom invoices, packing slips and certification forms within one shipment.



## Demand Planning

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

Manages lot purchases and assembly teardowns. Provides total tracking of acquisition costs, overhaul expenses, component part sales, profit margins and full traceability.



## Data Services

Provides flexible tools to manage the process of both importing and exporting data to/from the Quantum database. Integration points include ILS, USA Info, Partsbase and AvRef.



## Management Reports\*

Produces hard copy and screen oriented reports supporting all modules throughout the system.



## Crystal Reports 11 Pro

Create flexible, feature-rich reports allowing unlimited reporting from Quantum, using the de facto standard for business reporting today.



## Aircraft Maintenance

Manages on wing maintenance and includes Engineering Configuration Management, Maintenance Program Management, Maintenance Recording, Technical Records and Flight Log Processing Modules.



## Shop Control

Manages the complete Component and Assembly Repair and Overhaul process. Includes real-time Cost and Schedule Management functions that put you in complete control of your shop's activity.



## Manufacturing

The Manufacturing Module addresses all aspects of the manufacturing process including product lines, floor control, inspections, materials planning, purchasing and outside servicing.



## Repair Orders\*

Manages the preparation, pulling from inventory, shipping and receiving of components sent out for repair. The Repair Order module provides historic as well as current repair cost per component, detailed by parts, labor and miscellaneous charges.



## Contact Management

This module provides a tool for sales, service or support centers to record, track, status and assign contact activity. Email list management and broadcasting is also included.



## Document Imaging

Provides the ability to attach images or documents against part number, stock line, work order, and company.



## Company Management\*

Contains both customer and vendor information including pre-defined settings such as payment terms, preferred method of shipping, discounts, tax and more. It can also group vendors and suppliers for marketing purposes and provide detailed history information for each vendor and supplier.



## Internet Quantum™ (iQ)

The Internet Quantum module (iQ), utilizes StockMarket technology to allow customers to login to your website and view, RFQ, or purchase from your existing stock in real-time. Information such as condition, time & cycles remaining, tag info, scanned documents, delivery time and more is available to assist users in their purchasing decisions.



## Max-Q

With Max-Q you get Aviation's leading Business Application, Quantum Control, implemented with the latest database technology from Oracle to provide the ultimate in database Security, Reliability, Scalability and Performance.



## Bar Coding

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 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 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](http://www.stockmarket.aero)

Ask About Our Referral Program

ORACLE®



Component Control ~ 619.696.5400 ~ [info@componentcontrol.com](mailto:info@componentcontrol.com) ~ 1731 Kettner Blvd., San Diego, Ca, 92101



## Glider Transponders

Distributors handling transponders will be interested to know that the National Transportation Safety Board (NTSB) has issued a Safety Recommendation, suggesting that the FAA should require gliders to be equipped with transponders.

The limitations of the see-and-avoid collision avoidance concept have long been recognized by the NTSB. In 1987, the Board issued a safety recommendation letter to the FAA that emphasized that midair collision avoidance is substantially improved when pilots are alerted to the presence and location of conflicting traffic by Air Traffic Control or Traffic alert and Collision Avoidance Systems (TCAS).

In 1988, the FAA issued a final rule requiring transponders for aircraft operating near primary airports and in airspace at or above 10000 feet; gliders were excluded from the requirement because they lack an engine-driven electrical system to power the equipment.

According to a review of the Aviation Safety Reporting System (ASRS) database, there were 60 near midair collisions involving air carrier/corporate jet traffic and gliders between 1988 and 2007. Most of the ASRS reports involved gliders that were neither detected by the flight crews' TCAS nor visible on the ATC radar screens, indicating that the gliders were not equipped with or not using a transponder. ATC personnel report that sometimes they see primary radar returns for what they suspect are non-transponder-equipped gliders, but cannot identify the aircraft or at which altitude it is flying.

The Safety Board has concluded that “transponders are critical to alerting pilots and controllers to the presence of nearby traffic, so that collisions can be avoided, and that gliders should not be exempt from the transponder requirements.”

The NTSB has acknowledged that glider design issues present challenges for transponder retrofit installations due to lack of space for batteries and fuselage designs that limit the locations where transponder antennas can be mounted. The Board directs the FAA to develop guidance for glider owners/operators to aid in the prompt installation and approval of transponders in gliders.

NTSB has also recommended establishing a common transponder code for gliders. Under current rules, transponder-equipped aircraft operating under Visual Flight Rules (VFR) use transponder code 1200, unless otherwise directed by ATC. This would include gliders. Assigning a single, national transponder code for gliders would enable ATC personnel to differentiate gliders from other air traffic. According to transponder manufacturers, the lower the transponder code, the lower the battery draw. The Safety Recommendation suggests assigning the lowest feasible transponder code, which will help operators conserve battery power.

In the Safety Recommendation letter issued March 31, 2008 the NTSB recommends that the FAA:

- Remove the glider exemptions from the Federal Aviation Regulations that pertain to transponder requirements and use.
- Develop guidance material for glider owners/operators that describes feasible installation options to aid in the prompt installation and approval of transponders in gliders.
- Establish a national transponder code for glider operations, as low in the transponder code range as feasible, that would notify air traffic controllers of glider operation/position.
- Upon establishment of a national transponder code for glider operations, as per Safety Recommendation A-08-12, ensure that air traffic control personnel are informed of the code, what it represents, and under what limitations the users are typically operating.

## UNAPPROVED PARTS NOTIFICATION

Flight Standards Service



**FAA**  
Aviation Safety

No.: 2008-S20080110024

Date: March 25, 2008

<http://www.faa.gov/aircraft/safety/programs/sups/upn>

---

### AFFECTED PRODUCTS

Boeing 707, 747, 757, and 767 series main landing gear (MLG) truck beams.

### PURPOSE

This notification advises all aircraft owners, operators, manufacturers, maintenance organizations, parts suppliers, and parts distributors regarding improper maintenance performed on main landing gear (MLG) truck beams used on large aircraft.

### BACKGROUND

Information received during a Federal Aviation Administration (FAA) investigation revealed that between January 1, 2001, and November 26, 2007, AAR Landing Gear Services, located at 9371 NW 100th Street, Miami, FL 33178, improperly maintained and approved for return to service Boeing 707, 747, 757, and 767 series MLG truck beams. AAR Landing Gear Services holds FAA Air Agency Certificate No.VQ4R605M, with class 1 accessory, limited accessory, limited airframe, limited landing gear components, and limited nondestructive testing ratings.

Evidence indicates AAR Landing Gear Services approved MLG truck beams for return to service that were not maintained in accordance with the manufacturer's maintenance manuals. Discrepancies noted in AAR Landing Gear Services' practices included, but are not limited to, the following:

- Approved for returned to service MLG truck beams as overhauled with the application of BMS 10-60, Type 1, Boeing color 707 gray gloss enamel inside the surface area of the truck beams, contrary to the manufacturer's components maintenance manuals.
- Failure to document in the maintenance records application of BMS 10-60, Type 1, Boeing color 707 gray gloss enamel inside the surface area of the truck beams or deviations from the manufacturer's components maintenance manuals
- Failure to document in the maintenance records and approved for return to service Boeing 757 MLG truck beams with the application of BMS 10-60, Type 1, Boeing color 707 gray gloss enamel inside the surface area of the truck beams, contrary to the manufacturer's components maintenance manuals and Alert Service Bulletin #757-32A0135 directed by Airworthiness Directive 2001-09-01.

### RECOMMENDATIONS

Regulations require that type-certificated products conform to their type design. We encourage aircraft owners, operators, manufacturers, maintenance organizations, parts suppliers, and parts distributors to inspect their aircraft, aircraft records, and/or parts inventories for any Boeing 707, 747,

*Continued on Page 12*

## UNAPPROVED PARTS NOTIFICATION

Continued from Page 11

757, and 767 MLG truck beams approved for return to service by AAR Landing Gear Services between January 1, 2001, and November 26, 2007. If you find any MLG truck beams installed on any Boeing 707, 747, 757, and 767 aircraft, you should take appropriate action. If you find any MLG truck beams in existing inventory, we recommend quarantine to prevent installation until each MLG truck beams' eligibility for installation is determined.

Below is a list of known Boeing 707, 747, 757, and 767 series MLG truck beams approved for return to service by AAR Landing Gear Services.

### FURTHER INFORMATION

You can obtain further information and guidance regarding the referenced Boeing series aircraft MLG truck beams from the FAA Flight Standards District Office (FSDO) given below. In addition to all the above recommendations, the FAA would appreciate any information concerning the discovery of the Boeing series MLG truck beams from any source, the means used to identify the source, and action taken to remove the MLG truck beam assemblies or aircraft accessories from service.

This notice originated from the FAA South Florida FSDO-19, 8600 NW 36th Street, Suite 200, Miami, FL 33166, telephone (305) 716-3400, fax (305) 716-3458.

Parts List MLG Truck Beam - For the parts list, please view the UPN online:

[http://www.faa.gov/aircraft/safety/programs/sups/upn/media/2008/UPN\\_2008-S20080110024.pdf](http://www.faa.gov/aircraft/safety/programs/sups/upn/media/2008/UPN_2008-S20080110024.pdf)

UPNS ARE PUBLISHED BY THE FAA AND REPRODUCED AS A COURTESY TO OUR READERS. ASA IS NOT RESPONSIBLE FOR THEIR CONTENT.

## UNAPPROVED PARTS NOTIFICATION

Flight Standards Service



**FAA**  
Aviation Safety

No.: 2008-200700130

Date: March 26, 2008

<http://www.faa.gov/aircraft/safety/programs/sups/upn>

### AFFECTED PRODUCTS

The Nichols Airborne F7-51 series electronic controller. The Nichols Airborne F7-51 controller is a subcomponent of Nichols 1H85 airborne ambient and bleed air flow control systems installed on Beech Super King Air. Beech part numbers 101-380025-11 and 101-380025-17 are the equivalent of Nichols Airborne part numbers F7-51-3 and F7-51-5, respectively.

Continued on Page 13

## UNAPPROVED PARTS NOTIFICATION

*Continued from Page 12*

### **PURPOSE**

This notification advises all aircraft owners, operators, manufacturers, maintenance organizations, part suppliers, and parts distributors regarding improper maintenance performed on aircraft accessories.

### **BACKGROUND**

Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed that between July 2005 and July 2007 Stevens Aviation, Inc., located at 3500 Hangar Drive, Vandalia, OH 45377, improperly repaired or overhauled and approved for return to service various electronic controllers. Stevens Aviation, Inc., holds FAA Air Agency Certificate No. VIB4368K.

Evidence indicates Stevens Aviation, Inc., approved electronic controllers for return to service that were not repaired or overhauled in accordance with the methods, techniques, and practices prescribed in the current manufacturer's maintenance manuals.

Stevens Aviation Inc., has attempted to notify its customers through recall letters; however, some of the electronic controllers could not be located.

### **RECOMMENDATIONS**

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, maintenance organizations, part suppliers, and parts distributors should inspect their aircraft, aircraft records, and/or parts inventories for any electronic controller work accomplished between July 2005 and July 2007 by Stevens Aviation, Inc. If you find any electronic controllers installed on aircraft, you should take appropriate action. If you find any electronic controllers in existing inventory, we recommend quarantine to prevent installation until each controller's compliance with the manufacturer's maintenance manuals is determined.

Attached is a partial list of electronic controllers that Stevens Aviation, Inc., may have repaired or overhauled and approved for return to service.

### **FURTHER INFORMATION**

You can obtain further information concerning this investigation and guidance regarding the abovereferenced electronic controllers from the FAA Flight Standards District Office (FSDO) given below. In addition to the above recommendations, the FAA would appreciate any information concerning the discovery of the electronic controllers from any source, the means used to identify the source, and the action taken to remove the controllers from service. This notice originated from the FAA Cincinnati FSDO, 4358 Ferguson Dr., Cincinnati, OH 45245, telephone (513) 842-9600, fax (513) 842-9620.

Partial List of Improperly Overhauled Electronic Controllers. For the parts list, please view the UPN online:

[http://www.faa.gov/aircraft/safety/programs/sups/upn/media/2008/UPN\\_2008-200700130.pdf](http://www.faa.gov/aircraft/safety/programs/sups/upn/media/2008/UPN_2008-200700130.pdf)

UPNS ARE PUBLISHED BY THE FAA AND REPRODUCED AS A COURTESY TO OUR READERS. ASA IS NOT RESPONSIBLE FOR THEIR CONTENT.

# UNAPPROVED PARTS NOTIFICATION

Flight Standards Service



**FAA**  
Aviation Safety

No.: 2008-200600159

Date: March 26, 2008

<http://www.faa.gov/aircraft/safety/programs/sups/upn>

---

## AFFECTED PRODUCTS

Honeywell Model IVA-81A, display indicators for Traffic Alert and Collision Avoidance Systems (TCAS) installed in transport category airplanes.

## PURPOSE

This notification advises all aircraft owners, operators, manufacturers, maintenance organizations, parts suppliers, and parts distributors regarding improper maintenance performed on Honeywell Model IVA-81A, TCAS display indicators.

## BACKGROUND

Information received during a Federal Aviation Administration (FAA) investigation revealed that Aeronautical Technology, Inc., d.b.a. Aero Technology, a certificated repair station located at 3333 East Spring Street, Suite 311, Long Beach, CA 90806, overhauled and approved for return to service Honeywell Model IVA-81A, TCAS display indicators contrary to the regulations.

Aeronautical Technology, Inc., holds FAA Air Agency Certificate No. DQ3R458L. Evidence indicates that Aero Technology approved display units that it did not overhaul in compliance with the methods, techniques, and practices prescribed in the current manufacturer's maintenance manuals. Specifically, Aero Technology failed to install the required parts and correct part numbers during assembly of the display indicators. Discrepancies included, but are not limited to, the following:

- 1) Failure to install all required parts listed in the Honeywell parts manual and service bulletin ATA No. IVA-81A-34-63 (Pub No. 4693).
- 2) Failure to install the proper TCAS liquid crystal display in the Honeywell IVA-81A, Honeywell part number 043-20073-0005 and,
- 3) Failure to use proper test equipment in making airworthiness determinations for return to service of the display units.

Below is a partial list of TCAS display units that Aero Technology overhauled and approved for return to service.

## RECOMMENDATIONS

Regulations require that type-certificated products conform to their type design. We encourage aircraft owners, operators, manufacturers, maintenance organizations, parts suppliers, and parts distributors to inspect any aircraft, aircraft records, and/or parts inventories for any Honeywell IVA-81A TCAS display unit repaired, overhauled, and approved for return to service by Aeronautical Technology. If you find any referenced unit installed, you should take appropriate action. If you find

*Continued on Page 15*

## UNAPPROVED PARTS NOTIFICATION

Continued from Page 14

any display unit in existing inventory, we recommend quarantine to prevent installation until each display unit's eligibility for installation is determined.

### FURTHER INFORMATION:

You can obtain further information concerning this investigation and guidance regarding the referenced display units from the FAA Flight Standards District Office (FSDO) given below. In addition to the above recommendations, the FAA would appreciate any information concerning the discovery of the Honeywell IVA-81A TCAS displays from any source, the means used to identify the source, and the action taken to remove the display from aircraft and/or stock.

This notice originated from the FAA Kansas City FSDO, 901 Locust Street, Room 403, Kansas City, MO 64106, telephone (816) 329-4000, fax (816) 329-4010.

LIST OF PARTS. For the parts list, please view the UPN online:

[http://www.faa.gov/aircraft/safety/programs/sups/upn/media/2008/UPN\\_2008-200600159.pdf](http://www.faa.gov/aircraft/safety/programs/sups/upn/media/2008/UPN_2008-200600159.pdf)

UPNS ARE PUBLISHED BY THE FAA AND REPRODUCED AS A COURTESY TO OUR READERS. ASA IS NOT RESPONSIBLE FOR THEIR CONTENT.

# ASA MEMBERSHIP



## *A Reputation for Quality*

The ASA Member Logo is known throughout the industry as a **symbol of dedication to quality and safety**. All ASA Members are entitled to use the ASA member logo on their Web sites, stationary and printed materials.

*Not a Member yet? [Join NOW!](#)*

## UNAPPROVED PARTS NOTIFICATION

Flight Standards Service



**FAA**  
Aviation Safety

No.: 2008-S20070083021

Date: March 27, 2008

<http://www.faa.gov/aircraft/safety/programs/sups/upn>

---

### AFFECTED PRODUCTS

Piper Comanche aircraft (all models) and Twin Comanche aircraft (all models) fuel selector valves, landing gear transmissions, flap transmissions, landing gear motors and armatures, flap motors and armatures, heater regulator valves, Delco generators, Weldon boost pumps, and Airborne fuel selector valve/filter assembly (part number 1H7-x).

### PURPOSE

This notification advises all aircraft owners, operators, manufacturers, maintenance organizations, parts suppliers, and parts distributors regarding aircraft parts sold, repaired, or overhauled by Robert A. Weber and/or Johnathan F. Regier, d.b.a. Webco Aircraft Company.

### BACKGROUND

Information received during an FAA suspected unapproved parts investigation revealed that Robert A. Weber, and/or Johnathan F. Regier d.b.a. Webco Aircraft Company, located at 1134 North Oliver Road, Hangar G, Newton, Kansas 67114, maintained and altered Piper Comanche aircraft (all models) and Twin Comanche aircraft (all models) landing gear transmissions, flap transmissions, landing gear motors or armatures, flap motors or armatures, heater regulator valves, Weldon boost pumps, and Airborne fuel selector valve/filter assembly (part number 1H7-x) contrary to the regulations. Webco Aircraft is a noncertificated repair facility. Robert A. Weber and Johnathan F. Regier both hold mechanic certificates with airframe and powerplant ratings. The FAA has not been able to determine the number of affected parts or the exact time span the improper maintenance occurred. Discrepancies include, but are not limited to the following:

1. Approving for return to service parts described as having been repaired and altered without using methods techniques and practices acceptable to the Administrator.
2. Plating and approving for return to service corroded and worn parts without using data approved by the Administrator.
3. Altering and/or modifying landing gear and flap motor armatures without using approved data.
4. Installing unapproved, "off the shelf" bearings and roller balls in landing gear and flap transmissions as well as Weldon boost pumps.
5. Using Cessna flap transmissions used parts with no traceability in the repair of Piper flap transmissions.
6. Using parts with no traceability in the repairs; and 7. Failing to use proper test equipment in making airworthiness determinations for return to service of the listed products.

*Continued on Page 17*

## UNAPPROVED PARTS NOTIFICATION

Continued from Page 16

### RECOMMENDATIONS

Regulations require that type-certificated products conform to their type design. We encourage aircraft owners, operators, manufacturers, maintenance organizations, parts suppliers, and parts distributors to inspect their aircraft, aircraft records and/or aircraft parts inventory for the referenced parts which may have been sold, repaired or altered by Webco Aircraft Company, Robert A. Weber and/or Johnathan F. Regier. If you find any of these affected parts installed on any aircraft, you should take appropriate action. If you find any referenced parts in existing inventory, we recommend quarantine to prevent installation until each part's eligibility for installation is determined.

Attached is a partial list of parts approved for return to service by Robert A. Weber and/or Johnathan F. Regier d.b.a. Webco Aircraft Company.

### FURTHER INFORMATION

Further information concerning this investigation can be obtained from the FAA Flight Standards District Office (FSDO) given below. In addition to the above recommendations, the FAA would appreciate any information concerning the discovery of the referenced parts from any source, the means used to identify the source, and the actions taken to remove the parts from aircraft and/or parts inventories.

This notice originated from the FAA Wichita, Kansas FSDO, 1801 Airport Road, Suite 300, Wichita, Kansas 67209, telephone (316) 941-1240, fax (316) 941-1276.

Partial List of Parts. For the parts list, please view the UPN online:

[http://www.faa.gov/aircraft/safety/programs/sups/upn/media/2008/UPN\\_2008-S2007083021.pdf](http://www.faa.gov/aircraft/safety/programs/sups/upn/media/2008/UPN_2008-S2007083021.pdf)

UPNS ARE PUBLISHED BY THE FAA AND REPRODUCED AS A COURTESY TO OUR READERS. ASA IS NOT RESPONSIBLE FOR THEIR CONTENT.

## UNAPPROVED PARTS NOTIFICATION

Aircraft Certification Service



**FAA**  
Aviation Safety

No.: 2008-200500151

Date: April 21, 2008

<http://www.faa.gov/aircraft/safety/programs/sups/upn>

### AFFECTED PRODUCTS:

Bell Helicopter Textron, Inc. -Models to include: 204, 205, 206, 209, 212, 222, 412, and possibly other models.

Note: Additional aircraft manufacturer's models may be affected; however, specific information pertaining to these products is unknown at this time.

Continued on Page 17

## UNAPPROVED PARTS NOTIFICATION

*Continued from Page 17*

### **PURPOSE:**

This notification advises all aircraft owners, operators, maintenance organizations, and parts distributors, of the listed models of aircraft, and possibly other models, that unapproved parts were sold and may have been installed on these aircraft.

### **BACKGROUND:**

During the course of a suspected unapproved parts investigation (SUP) of Beloate's Aircraft Trim, Inc, 4408 Haltom Road, Haltom City, Texas, 76117, FAA inspectors discovered that sewn and woven textile products such as seat covers, carpeting, float covers, straps and other associated parts were produced and sold directly to aircraft owners, operators, maintenance organizations, and parts distributors, when Beloate's did not hold any FAA production approval.

Below is a list of the known part numbers that Beloate's produced and sold without an FAA production approval.

For the parts list, please view the UPN online:

[http://www.faa.gov/aircraft/safety/programs/sups/upn/media/2008/UPN\\_2005-00151.pdf](http://www.faa.gov/aircraft/safety/programs/sups/upn/media/2008/UPN_2005-00151.pdf)

### **RECOMMENDATIONS**

Title 14 CFR § 21.303(a) states in part, no person may produce a modification or replacement part for sale for installation on a type certificated product unless it is produced pursuant to a Parts Manufacturer Approval (PMA). Further, Title 14 CFR § 21.303 (k), states that the holder of a PMA shall determine that each completed part conforms to the design data and is safe for installation on type certificated products. We recommend that aircraft owners, operators, maintenance organizations, and parts distributors inspect their aircraft, aircraft records, and parts inventory for any parts produced by Beloate's, and procured directly or through other non-OEM sources that are installed or are intended to be installed on a type certificated aircraft. If any suspect part produced by Beloate's has been installed on an aircraft, you should take appropriate action. If any of these suspect parts are found in existing stock, we recommend that the suspect part be segregated to prevent inadvertent installation until you can determine its eligibility for installation.

### **FURTHER INFORMATION**

You can obtain further information concerning this investigation and guidance regarding the above-referenced parts from the FAA Manufacturing Inspection District Office (MIDO) shown below. In addition to compliance with the above recommendations, we would appreciate any information concerning the discovery of these or similar parts, the means used to identify the source, and any action taken.

This notice originated from the Fort Worth MIDO, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5819, fax (817) 222-5995.

UPNS ARE PUBLISHED BY THE FAA AND REPRODUCED AS A COURTESY TO OUR READERS. ASA IS NOT RESPONSIBLE FOR THEIR CONTENT.

# ASA

## ACCREDITATION



**It's not your inventory.  
IT'S YOUR REPUTATION.**

### **ASA-100: A HIGHER STANDARD OF QUALITY**

***Global Reputation for Quality:***

Globally recognized for quality auditing, ASA is the industry leader in distributor audits. With more distributors choosing to be accredited to ASA-100 than any other quality system standard, ASA-100 is highly respected both in the U.S. and abroad.

***Designed for YOU:***

ASA's Quality System Standard, ASA-100, is specifically written for aviation parts distributors and supports all the elements of FAA AC 00-56A. ASA-100 Accreditation involves a thorough audit of the distributor's quality system by experienced aviation auditors.

### **ASA QUALITY MANUAL TEMPLATE**

ASA now offers a Quality Manual Template\* for use in creating or modifying your quality system. The ASA template encompasses all of the elements of ASA-100 and FAA AC00-56A.

**Still writing your quality manual?  
ASA can help!**

**Member  
\$350**

**Non-  
Member  
\$550**

\* Participation in ASAAP is not required to purchase the template, and ASAAP companies are not required to use the ASA template.

### **LEARN MORE!**

To sign up for ASAAP or to learn more about the program, please contact us:  
[stephanie@aviationsuppliers.org](mailto:stephanie@aviationsuppliers.org) or 202-347-6899.

## CONTACT US!

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

Michele Dickstein  
President  
[michele@aviationsuppliers.org](mailto:michele@aviationsuppliers.org)

Jason Dickstein  
General Counsel  
[jason@washingtonaviation.com](mailto:jason@washingtonaviation.com)

Caroline Bruenderman  
Manager, Membership and Meetings  
[caroline@aviationsuppliers.org](mailto:caroline@aviationsuppliers.org)

Stephanie Brown  
Program Coordinator  
[stephanie@aviationsuppliers.org](mailto:stephanie@aviationsuppliers.org)

Diane Leeds  
Account Services  
[diane@aviationsuppliers.org](mailto:diane@aviationsuppliers.org)

Subscriptions to The UPDATE Report are FREE. To subscribe, please send your request to [info@aviationsuppliers.org](mailto:info@aviationsuppliers.org).

## CALENDAR OF EVENTS!

### ASA Events

#### Hazmat Training

May 14-15.....Washington, DC - *Washington Aviation Group*  
May 21-22.....Miramar, FL - *Hilton Garden Inn*  
June 17-18.....Los Angeles, CA - *Embassy Suites*  
September 23-24.....Kansas City, MO - *TBA*

#### 2008 Annual Conference

July 26-29.....Las Vegas, NV - *Paris Hotel & Casino*

Stay Tuned or visit our Web site for additional information!

[www.ASA2008.org](http://www.ASA2008.org)

### Other Industry Events

May 7-8.....Airline Purchasing Expo 2008  
Olympia 2 Exhibition Centre, London, UK  
May 20-22.....Regional Air Cargo Carriers Association (RACCA)  
Spring Conference  
Marriott Westfields, Chantilly, VA  
December 3-4.....Aircraft Maintenance Outsourcing Expo 2008  
Cobb Galleria Centre, Atlanta, GA