

The UPDATE Report



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ASA 2009 Conference Program Released

ASA is pleased to announce the program for ASA 2009! ASA has lined up a phenomenal program with distinguished speakers from around the industry. This is a can't-miss conference that gives you valuable educational opportunities:

- Hear from industry experts
- Find out what's next for the MRO market
- Learn about credit insurance and how the Export-Import Bank of the US can protect your exports
- Hear from a world-recognized business advisor
- Find out how to avoid contract disputes
- Learn about Human Factors from an aviation leader
- Discover how to avoid a SUPs investigation and how to protect yourself from unfounded SUPs reports
- Forum on Non-Incident Statements
- Forum on recycling aircraft parts
- See how to establish a Preventive Action Program for your company
- Get your questions answered on traceability and Form 8130-3
- Find out how to streamline your business with Process Mapping and LEAN
- Learn about the best technology for your small business
- Learn about ASA-100 Accreditation
- Hear from top vendors about their products and services and how they can help your business

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MESSAGE FROM ASA'S PRESIDENT

THE UPDATE REPORT

is the 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
Production Squaw Design

QUESTIONS ?

EMAIL questions to:
jason@washingtongaviation.com

MAIL questions to:
Jason Dickstein
Aviation Suppliers Association
2233 Wisconsin Ave., NW
Suite 503
Washington, DC 20007
Voice: (202) 347-6899
Fax: (202) 347-6894

OFFICERS:

Mitch Weinberg
(954) 441-2234
Corporate Treasurer

Jason Dickstein
(202) 347-6899
Corporate Secretary

Michele Dickstein
(202) 347-6899
President

Dear Members,

I had the privilege of meeting with a representative of the Export-Import Bank of the United States (ExIm Bank). The ExIm Bank is extremely familiar and comfortable with aviation. While they have products to support companies of all sizes, they are mandated to support Small Businesses. ExIm Bank's credit insurance program is ideally suited for ASA member exports. ASA through its Director, Mitch Weinberg has been working with ExIm Bank on educating ASA's members about its services. Sharyn H. Koeing, Director, SE Regional Office, ExIm Bank will be addressing the general session at the ASA Annual Conference, and will also be holding a detailed workshop. For a member with international customers or looking to grow international sales, the ExIm Bank can help reduce a member's financial exposure.

I would like to recognize Terry Boyce, US Coast Guard. Terry's work at the Coast Guard has enhanced aviation safety through his diligent work on Unapproved Parts and Permanent Part Marking. He has actively worked with industry and government agencies on training and communication issues. Terry has spoken and participated at ASA conferences and has helped members with suspected unapproved parts issues. After 37 years with the Coast Guard, he will be retiring. We wish all the best to him.

Don't forget the June 16 cut-off date for early registration for the annual conference!

Take care,
Michele

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Aircraft Inventory Management & Services Ltd.

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REGULATORY UPDATE

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If you haven't registered for the annual conference, now is the time to do it. Register before June 16 and save on your registration fee. Don't forget to make your hotel reservations - it's easier than ever thanks to the Omni Orlando's online reservation page. Keep an eye on our conference website for the most up-to-date information regarding ASA 2009. 

ASA is now accepting nominations for the 2009 Edward J. Glueckler Award. Each year, the Edward J. Glueckler Award is given to an individual in recognition of outstanding commitment, dedication and contribution to the Aviation Suppliers Association and to the aviation industry. The award is named for Edward J. Glueckler, the founder and first President of ASA. In honor of Mr. Glueckler's outstanding contributions to the industry, the ASA Board of Directors selects a recipient who exemplifies his vision and enthusiasm.

This award will be presented at the ASA 2009 Annual Conference. [Click on this text to submit your nomination to ASA now!](#)

Note: You must be an ASA Member in order to make a nomination.

Canada Decides Its Tag is Number One!

After years of debate, Transport Canada has made the decision to adopt the European-Form Authorized Release Certificate, known as the EASA Form One, as the baseline format for its own Authorized Release Certificate. The EASA Form One is already considered to be a multilateral airworthiness authorization tag, since it is used throughout Europe.

The form is largely harmonized with the EASA version, with the Canadian version bearing the title "FORM ONE" in place of the earlier reference "24-0078." This Form One is not considered to be an official Transport Canada form, but rather a standard that approved manufacturers and maintenance organizations may use to create their own documents. As such, it is not required to be printed in both French and English, unlike Canadian documents, which are required to be printed bilingually.

The new form retains the same basic appearance as its predecessor, which in turn is quite similar to the FAA 8130-3 airworthiness authorization tag; but there are some subtle differences.

The original "Applicability" section, which is comparable to the "Eligibility" block on the 8130-3 tag, has been removed. All subsequent

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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.



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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.



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



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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.



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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.



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REGULATORY UPDATE

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blocks have been renumbered. For example, the “Remarks” section (previously Block 13) is now numbered Block 12.

For ease of reference, the “New part release” and “Maintenance release” blocks are now renumbered 13 and 14 respectively, and the detailed elements of those releases are displayed as sub-blocks, identified by lower case letters. For example, the maintenance release signature now appears in Block 14b. Some other minor wording changes have been introduced, but the essential aspects of the document, such as the release statements and the ability to use the form for both new and used products, are unchanged.

Transport Canada admits that while some organizations are now beginning to adopt the new format, it will take some time before everyone can make the transition, so both versions will be in use for some time to come. While users are encouraged to conform to the new standard as soon as possible, Transport Canada Civil Aviation (TCCA) has insisted that both the “24-0078” and the “Form One” versions of the document have the same legal status and are equally acceptable and interchangeable.

ASA members should expect to start seeing the new “Form One” on parts maintained or produced in Canada. US law permits acceptance of certain parts produced or maintained under Canadian standards when accompanied by appropriate documentation; TCCA 24-0078 and TCCA Form One now both reflect appropriate forms for the documentation that complies with these standards. 

Sample TCCA Form One Authorized Release Certificate:

1. National Aviation Authority / Country: TRANSPORT CANADA		2. AUTHORIZED RELEASE CERTIFICATE FORM 1			3. Form Tracking Number:	
4. Organization Name and Address:					5. Work Order/Contract/Invoice:	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial/Batch Number:	11. Status/Work:	
12. Remarks:						
				14a. Unless otherwise specified in block 12, the work identified in block 11 and described in block 12 was performed in accordance with the regulations indicated below, and in respect of that maintenance, the items are approved for return to service: <input type="checkbox"/> Canadian Aviation Regulations (Released in accordance with CAR 571.10) <input type="checkbox"/> Other regulations or standards specified in Block 12		
				14b. Signature	14c. Approved organization number	
				14d. Name	14e. Date (ddmm/yyyy)	

7 Feb 2007 (Previously form 24-0078)

Important: See notes on reverse side

Concerned About Being Victimized by Illegal Exports? *To sell, or not to sell, that is the question*

By Harry Schaefer – Schaefer Consulting Services, LLC

Some members recently had questions concerning how they could protect themselves against individuals or companies who purchased their parts and then illegally exported the parts to prohibited countries listed in the International Emergency Economic Powers Act and/or in violation of Iranian Transaction Regulations.

In March 2009, the United States Attorney's Office in Washington, DC unsealed a July 2008 indictment against Mac Aviation Group and others mainly located in Ireland, for illegally exporting approximately \$4.5 million in US origin aviation parts to Iran. The full indictment outlines the violations of the act and regulations some of which reads, "All exports to Iran of US origin commodities are prohibited absent authorization in the form of an export license from the Office of Foreign Assets Control (OFAC) of the Department of the Treasury. It is also unlawful to ship US origin products to a third country and then re-export them to Iran without the necessary authorization from OFAC. The maximum penalty for violating the trade embargo on Iran is twenty years imprisonment, a fine of \$250,000, or both, and three years supervised release for natural persons and, for corporations, a \$500,000 fine."

For years I have been advising the aviation community: "Know who you are dealing with." A simple background check (through public sources) on one of Mac Aviation members should have revealed a 1994 arrest in Miami, Florida and later conviction for exporting defense products to Iran. Knowing this, would you still have sold parts to them? Only you can answer that question.

Obviously, you are in business to sell parts. Companies engaged in these types of illegal transactions are not going to reveal their true intentions to you and many times will use front companies to make purchases for them. So unless you knowingly and willfully engage in the sale of parts that you know are being resold or exported in violation of the act, you probably have not violated any criminal laws, but could still be in violation of numerous regulations and face civil penalties. Of course, this may not stop your company's name from later being revealed through public documents as a source for those parts.

So how you can really protect yourself from becoming an unwitting victim in these transactions is extremely difficult. I guess you could question the purchaser or use some type of statement or clause in your sales contracts and procedures to address such illegal exports to later help prove your innocence. Some members

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ASA 2009
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Information for SUCCESS

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use clauses as part of their sales contracts that make it clear that “I (We) will NOT export or re-export any products, technology or software purchased directly or indirectly from Company X to any prohibited countries unless otherwise authorized by the United States Government, etc.” Another question you could ask yourself could be: do the parts have any type of military application? In reviewing numerous criminal indictments involving illegal exports of aviation parts, the sales tend to be to foreign companies outside of the US. So what procedures do you have in place to help protect your company? Again, it is your decision – know who you are dealing with and obtain whatever assurance you can from the customer that they do not intend to violate any export laws of the US. What should you do if approached by law enforcement on the issue? Cooperate. If you have not attended one of the ASA workshops on export compliance, I would highly recommend it. I hope that no one would want to do anything that could harm your country, military members, or allies.


Other similar indictments and convictions on many companies and individuals are available through public sources if you are interested in reading more on these issues and those involved, as well as the numerous laws and regulations that cover such transactions. This issue will be covered in more detail in my workshop at the upcoming ASA Annual Conference in July 2009.

Harry Schaefer is the former Special Agent in Charge of the DOT Office of the Inspector General. Since retiring from government service, Mr. Schaefer has been consulting with the aviation community on aviation safety and security issues, including export and import compliance, unapproved parts and employee security matters. 

Babbitt Intends to Focus on NextGen, Other Issues

FAA Administrator nominee Randy Babbitt hadn't even been confirmed by the Senate yet, but was already thinking about the issues he will address during his tenure. Babbitt has indicated that the NextGen Modernization Initiative will be a major focus during his time as administrator, and has stated a goal of keeping the lines of communication with industry open to make the initiative a success.

Other major priorities for Babbitt as he takes command will include resolving the labor dispute with the National Air Traffic Controllers Association, who are dissatisfied with the current contract imposed on them; resolving the pilot flight and duty time issue, which has been at the rulemaking stage for several years; and to ensure that airline maintenance oversight is being done the best way that it can be.

Most recently, Babbitt was a partner at the aviation consulting firm Oliver Wyman, and in the past he was the President of the Air Line Pilots Association, and a 25 year veteran of Eastern Airlines. His Senate confirmation hearings started on May 20. 



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T 37 Jet Trainer Aircraft and Parts Removed From Commerce Control List

It was announced in the Federal Register on May 6 that the T 37 jet trainer aircraft and its specially designed component parts are being removed from the Commerce Control List (CCL), effective that date. The T 37 and parts had been on the CCL since at least 1993. Under the new policy, these parts are now exported under the exclusive jurisdiction of the International Traffic in Arms Regulations (ITARs).

The rationale given for the T 37 aircraft and parts' removal is that items on the CCL are under the licensing jurisdiction of the Department of Commerce, Bureau of Industry and Security (BIS); but licensing applications to export this aircraft and its parts were actually being reviewed by the Department of State, Directorate of Defense Trade Controls (DDTC).

Both the DDTC and BIS exercise export licensing jurisdiction over certain items, with the general policy being to apply DDTC jurisdiction to items specifically designed for a military application, with all other items not subject to DDTC jurisdiction being subject to the Commerce Department's Export Administration Regulations and to the licensing jurisdiction of BIS. Because the T 37 was designed as a military trainer aircraft and was subject to the International Traffic in Arms Regulations (ITAR), it was under DDTC export licensing jurisdiction, despite being listed on the CCL.

Thus, BIS chose to remove the T 37 aircraft and parts from the CCL to avoid confusion by potential exporters who might assume that the T 37 required a license from both BIS and DDTC as a result of being listed on the CCL.

If your company is planning to export T 37 aircraft or parts, it is important to be aware that all license applications should be directed to the DDTC through the D-Trade online mechanism. 

FAA Withdraws Part 145 Repair Station NPRM

The FAA has withdrawn its previously published Notice of Proposed Rulemaking (NPRM) dealing with changes to the requirements for Part 145 repair stations. The NPRM was published in the Federal Register on December 1, 2006, and proposed to make a variety of changes to the system of ratings and to require repair stations to establish a quality program. Additionally, the proposed rule would have required Part 145 repair stations to designate a chief inspector, maintain a capability list, and have permanent housing for materials, facilities, equipment, and personnel.

In October 2001, the FAA tasked the Aviation Rulemaking Advisory Committee (ARAC) with addressing ratings and quality assurance for repair stations. The Repair Stations final rule had been released just two months previously, in August. In December, after ARAC provided the FAA with its recommendations, the FAA published the NPRM at issue, entitled "Repair Stations," with a comment period that closed on March 27, 2007.

In response to a request from the Aeronautical Repair Station Association (ARSA), the FAA decided to extend the NPRM comment period to April 16, 2007. The NPRM proved to be controversial, and when the comment period closed, the FAA had received more than 500 comments. The comments included several requests for the rule to be withdrawn and other concerns expressed over the following: ratings; the FAA's denial of a repair station certificate; the capability list; quality system; chief inspector; letter of compliance; and housing and facilities. ASA submitted a request to withdraw the proposed rule along with other substantive comments on the proposed rule.

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The FAA stated in its withdrawal of the Repair Station NPRM in the Federal Register that the proposed rule was being withdrawn because “it does not adequately address the current repair station operating environment” and also that there were many significant issues raised by the comments to the NPRM that the FAA will consider when developing a new proposed rule. The FAA also indicated that the repair station environment has changed significantly since 2001, when the ARAC recommendations were made. While most air carriers in 2001 performed the majority of their maintenance work in-house, the FAA recognized that air carriers in recent years have begun to contract out the majority of their maintenance.

The FAA’s withdrawal notice stated that they have initiated rulemaking to update and revise the repair station regulations to address the changes in the repair station business model while also taking into account the concerns expressed in the NPRM comments. 

2009 Hazmat Training



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REMINDER: ASA MEMBERS GET DISCOUNTED REGISTRATION.

Who should attend ?

This course is intended for all individuals who may come into contact with, or make decisions that affect hazardous material (Hazmat) or dangerous goods (DG).

Why should I attend ?

The U.S. Department of Transportation (U.S. DOT) requires that all individuals engaged in handling hazardous materials must be trained at least once every 3 years. Air Carriers are required to be trained annually, and IATA requires training every 2 years.

This course will focus on shipments of Dangerous Goods under the IATA Dangerous Goods Regulations (a field manual that includes the ICAO technical instructions). This course will also address matters arising out of United States’ regulations that are not covered by IATA.


All attendees receive a Certificate of Training stating 49 CFR 172 Subpart H training requirements have been met (upon successful completion of all attendance and testing requirements).

First Year of Open Skies an Apparent Success

On March 28, 2009, the Open Skies aviation pact between the United States and European Union nations turned one year old. The pact eliminated limits on flights between the US and EU nations, and also opened more slots for air carriers at Heathrow Airport. In these uncertain economic times, Open Skies is seen as an initiative that benefits airline passengers.

One way in which Open Skies has benefited passengers is by encouraging US domestic carriers to partner with European carriers to offer better flight schedules and lower fares. For example, Atlanta-based Delta Airlines signed a joint venture agreement with Air France, and the two airlines have coordinated their Heathrow landing spots to ensure that Delta has sufficient slots to operate a viable pattern of service.

However, even Open Skies can't completely counteract the pressures put on the aviation industry by the global economic downturn. One estimate for the first quarter of 2009 has the trans-Atlantic air travel market diminishing capacity by approximately six percent, as compared to that time period in 2008. The economy has led Delta to indicate that it will slash its international flights by a whopping ten percent starting this September, and American Airlines is shrinking its UK service by as much as 17 percent this quarter.

For Phase Two of the Open Skies Pact (which is due to begin by 2010), the EU has indicated that it hopes the US will allow European carriers to fly US domestic routes as an extension of service, and offer reciprocal concessions on foreign ownership of US airlines. While the economic recession has affected the benefits reaped by the first year of the Open Skies pact, the prospects over the long-term remain rosy. 

Dutch Airline Executive Pleads Guilty to Conspiracy to Fix Cargo Rates

Frank de Jong, the former vice president of cargo sales in Europe for Martinair Holland, has agreed to a plea agreement in the criminal case against him. De Jong was charged for his alleged involvement in a price-fixing conspiracy. The Justice Department announced last week that de Jong had pled guilty in Washington federal court, though the plea agreement is still subject to court approval.

De Jong was charged with conspiring with others to fix the cargo rates charged to customers for international air shipments. The charges against de Jong state that the conspiracy began at least as early as April 2002, and continued for approximately four years.


So far, four executives and fifteen airlines have either agreed to plead guilty or already pled guilty as a result of the price-fixing conspiracy in which de Jong is charged. This number could increase even more, as the Justice Department has stated that the investigation is still ongoing. Three of the four executives who pled guilty have been sentenced to jail time. The companies that have pled or agreed to plead guilty are identified as British Airways, Korean Airlines, Qantas Airways, Japan Airlines, Martinair Holland, Cathay Pacific Airways, Cargolux Airlines International, Asiana Airlines, Nippon Cargo Airlines, EL AL Israel Airlines, SAS Cargo, Société Air France, KLM, LAN Cargo, and Aerolinhas Brasileiras.

The price-fixing charge faced by de Jong carries a stiff maximum penalty of up to ten years prison time and a fine of up to one million US dollars. Additionally, the maximum fine may be increased to either twice the loss suffered by the victims of the price-fixing or twice the amount derived from the price-fixing, if either amount

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exceeds the one million US dollar statutory maximum fine.

The proposed sentence for de Jong under the plea agreement is continued cooperation with the ongoing investigation, a twenty thousand US dollar fine, and eight months of jail time. 

FAA Considers, Then Rejects, Blocking Public Access to Safety Data

Public access to safety-sensitive data is a tricky situation for the FAA. The FAA maintains databases of information that is considered to be voluntarily provided. Because it is voluntarily provided, the FAA is permitted to withhold disclosure of that data if disclosure would have a chilling effect on the collection of the data. Whether the FAA exercises the power to protect such data is an important issue because the industry often uses publicly available safety data in order to analyze trends and develop safety improvements.

On March 19, the Federal Aviation Administration (FAA) issued a Notice of Proposed Order Designating Information as Protected from Disclosure in the Federal Register. The Order that the FAA is proposing would designate that the information provided to the FAA for its Wildlife Hazard Database would be protected from public disclosure,

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including disclosure under the Freedom of Information Act (FOIA). Currently, such information is discoverable under the FOIA.

This proposed order came only two months after a bird-strike incident resulted in the failure of an Airbus A320's engines, forcing it to crash land in the Hudson River. The proposed order would have affected the entirety of the FAA's bird-strike records, dating back nearly two decades (to 1990). A summary of the reported collisions between aircraft and all wild animals released by the FAA each year showed that there were 7,439 collisions in 2007, mostly involving birds.

The FAA's rationale for the proposed order is that under 49 U.S.C. 40123, certain voluntarily-provided safety and security information is protected from public disclosure with the goal of encouraging people to report the information. The FAA stated in the Federal Register that withholding this information would be consistent with the FAA's safety and security responsibilities.


The FAA took public comments on the proposed order. Immediately after the closure of that public comment docket, on April 22, Transportation Secretary Ray LaHood decided that the public has the right to the information, and it was announced that the proposal to keep the database secret was being scrapped. While the FAA officials had argued that it was important to keep the information from disclosure to encourage voluntary reporting, the National Transportation Safety Board (NTSB) released a letter stating that withholding the data could make it difficult for researchers to analyze the level of bird strikes by airport and airline. The NTSB indicated in the letter that they believed that public access to the database was critical to "the analysis and mitigation of the wildlife strike problem."

As of April 24, the NTSB and members of the public who had asked for full disclosure finally got their wish. The entire Wildlife Hazard database has been made available to the public online, at http://wildlife-mitigation.tc.faa.gov/public_html/index.html. 

Former FAA Administrator Jane Garvey to Oversee Air Traffic Controller Talks

Since 2006, when negotiations over a new labor agreement broke down, the National Air Traffic Controllers Association (NATCA) and the Federal Aviation Administration (FAA) have been at a stalemate. Following the failure to agree on a contract, the FAA relied on the authority it was granted in the agency's 1996 reauthorization legislation to implement its final contract offer, and the controllers have been working under those rules ever since.

Now, Transportation Secretary Ray LaHood has appointed former FAA administrator Jane Garvey to oversee the two mediators who have been assigned to assist the FAA and NATCA in coming up with a new contract to which both parties can agree. NATCA members must then ratify the new agreement.

While there were some attempts in Congress immediately following the 2006 imposition of terms by the FAA to force the FAA to return to the bargaining table, disagreements between the Senate and the House over changing the agency's funding structure left the matter unresolved. Now, with the appointment of Ms. Garvey, there is hope that the mediation process will lead to a resolution that is satisfactory to all involved. 

CALENDAR OF EVENTS!

ASA Events

- June 17, 2009** Miami Maintenance Management Council Monthly Meeting featuring Jason Dickstein
- July 11-14, 2009** ASA Annual Conference Orlando, FL

Hazmat Workshops

- June 17-18, 2009** Miramar, FL
- June 23-24, 2009** Los Angeles, CA
- October 27-28, 2009** Kansas City, MO

CONTACT US!

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

Michele Dickstein
President
 michele@aviationsuppliers.org

Stephanie Brown
Director of Programs
 stephanie@aviationsuppliers.org

Erika Schnure
Programs & Membership Assistant
 erika@aviationsuppliers.org

Jason Dickstein
General Counsel
 jason@washingtonaviation.com

Diane Leeds
Account Services
 diane@aviationsuppliers.org

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