



The Update Report

The Aviation Suppliers Association

Volume 11, Issue 3

March 2003

REGULATORY UPDATE

Quick Updates

A quick summary of breaking events affecting our industry...

Repair Stations

The FAA has revised the implementation date for the new Part 145 regulations. Originally scheduled for October 6, 2003 (a Monday), the Implementation deadline had been changed to October 3, 2003 (the prior Friday).

Blakey Asks FAA to Write Better

According to FAA Administrator Marion Blakey, "Over the years, much of [the FAA's] writing has become dense and needlessly complex. Clarity of communication is a safety issue." While this is not a surprise to anyone who has had to wade through FAA guidance, what is surprising is that someone in government is willing to admit to the problem, and is interested in fixing it.

Administrator Blakey has published an internal FAA order on basic grammatical and stylistic standards for writing FAA documents. She hopes that Order will help the FAA employees to "begin to work together to make clear communication standard practice at FAA."

The new directive, FAA Order 1000.36, was released on March 31.

FAA Registry Services for Airmen

The FAA announced that certificated airmen can open an online services account on the Civil Aviation Registry web site. The new service will initially allows airmen to update their registered mailing addresses. The service will also soon allow airmen to receive Aviation Safety Program flyers via e-mail—this should reduce the six million flyers mailed each year.

Future expansions will permit a variety of certificate-related services, according to Registry manager Mark Lash. The Registry web site can be found at <http://registry.faa.gov>.

Air Carrier Maintenance Program Guidance

The successful distributor is the one who provides value to the customers. Understanding the customers needs is the first step to providing real value.

A valuable guide to the needs of the air carriers is the Air Carrier Maintenance Program, AC 120-16. The "D" revision was released on March 18, and has been written in a plain language style.

Inside this Issue:

New Hazmat Security Regs	27
Airport Antiterrorism Hotline	29
CCC Chinese Safety Cert.	30
Field Approvals	31
UPN: Propellers	32
UPN: Lycoming Engine Parts	34

Congratulations to the new accreditees and reaccreditees for their accreditation to ASA-100 and AC 00-56A. More information about this program is available at <http://www.aviationsuppliers.org>

Newly Accredited:

Airborne FTZ, Inc.
Wilmington, OH

Hi-Tech Aero Spares
West Chester, OH

Jet Link Turbines, Inc.
Delray Beach, FL

Re-Accredited:

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College Park, GA

Coast Material Sales
San Clemente, CA

JFJ Industries, Inc.
Claremore, OK

Pratt & Whitney, SMMO
East Hartford, CT

Turbo Resources International
Chandler, AZ



A Message from ASA's President

Last week I attended the farewell party for Ken Reilly, Manager of the FAA Suspected Unapproved Parts Program Office (AVR 20). Ken has taken a position with the FAA Phoenix Certificated Management Office (CMO). Ken took over the helm of the SUPs Program Office shortly after its inception. Through his direction he has shown that a government agency can not only investigate allegations against a company but can also be a friend and supporter of the industry. Ken worked tirelessly with industry to promote safety initiatives and always made himself available. His leadership will be missed. Ken was the 2001 recipient of the Edward J. Glueckler Award. What's going on in Phoenix, AZ? First, Edward Glueckler went west, then Harry Schaefer and now Ken Reilly.

By now you should have the conference brochure. ASA is thrilled with this years line up of speakers. The topics range from legal issues, commercial practices, international affairs, quality issues, and regulatory updates to business insight. The keynote speaker, Jim Hlavachek, will bring insight into the decision making process of a major air carrier during this tumultuous economic period. The workshops topics are diverse and timely. This year we are holding a special workshop on Monday afternoon for business owners and executives.

We will also be celebrating ASA's 10th anniversary with a special celebration on Monday evening. Who knows maybe Elvis will stop by.

Once again, and probably not for the last time, the financial viability of the air carrier community has taken front stage not only in the press but also on Capital Hill. A weak economy coupled with terrorism fears, the war, and SARs has been devastating to the air carrier community. With United Airlines, Air Canada and Hawaiian Airlines all recently filing bankruptcy, financial exposure caused by bankruptcy can cripple a distributor or repair station. ASA has written an abundance of articles regarding bankruptcy and getting paid. Jason Dickstein has spoken at several meetings including ASA Annual Conference and most recently at Miami Maintenance Council regarding getting paid. Make sure that your company is taking the basic steps to protect itself.

Regards,
Michele Dickstein

The Annual Meeting of the membership of the Aviation Suppliers Association, Inc., will take place on Tuesday, June 24 from 8:00 a.m. until 9:00 a.m. at the Ritz-Carlton Hotel in Naples Florida. This membership meeting will be a part of the ASA 10th Anniversary Conference held June 22-24. Conference registration information is available at:
<http://www.aviationsuppliers.org>

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The Update Report

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The Update Report

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

The Update Report

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

The Update Report

For information on special package rates for advertising, contact the Association at (202) 347-6899.

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New Hazmat Regulations Require Security Training, Too

A new federal regulation effective March 25 has introduced a requirement that hazardous materials training for hazmat shippers and carriers must now include a security component. The move was prompted by heightened concern over potential terror attacks involving hazmat shipments. Security training must be completed no later than the date of the first scheduled recurrent hazmat training after March 25, 2003, or at the latest March 24, 2006.

This new rule is important to distributors, because most surplus distributors are responsible for the transportation of hazardous materials (hazmats) in commerce. Hazmats can include engine components with residual fuel, oxygen bottles, chemical oxygen generators (including those installed in a seat of overhead assembly), chemical fire extinguishers, etc.

The new rule introduces two main revisions to the Hazardous Materials Regulations (HMR) to enhance the security of hazardous materials transported in commerce. First, hazmat employers must provide security training to their hazmat employees. All hazmat employees must receive training that provides an awareness of the security issues associated with hazardous materials transportation and possible methods to enhance transportation security. This training must also include a component covering how to recognize and respond to possible security threats. Second, shippers and carriers subject to the registration requirements in 49 CFR part 107 or who offer or transport select agents and toxins regulated by the Centers for Disease Control and Prevention (CDC) must develop and implement written security plans. Hazmat employees of companies required to have a security plan under this final rule must be trained in the

plan's specifics.

The Department of Transportation's Research and Special Programs Administration (RSPA) published the proposed rule in May 2002. RSPA received numerous comments. Although the majority were supportive of the proposals overall, some raised concerns about the additional cost burden to shippers and carriers, questioned whether RSPA was the appropriate agency to issue the new rules (as opposed to, for example, TSA), and pointed out that the measures proposed would not have prevented any of the major terror attacks in the U.S. over the past several years. RSPA defended the rule as an appropriate tradeoff between security and economic factors, reaffirmed its statutory authority over hazmat transportation, and emphasized the forward-looking nature of the proposed measures. RSPA did, however, drop several proposed measures in response to negative comments.

Training Requirements

The HMR currently require hazmat employees to be trained so they are: (1) Familiar with the general provisions of the HMR and can recognize and identify hazardous materials; (2) knowledgeable about specific HMR requirements applicable to functions performed; and (3) knowledgeable about emergency response information, self-protection measures, and accident prevention methods. A hazmat employee is one who directly affects hazardous materials transportation safety (49 C.F.R. Sec. 171.8). Hazmat employers must ensure that their hazmat employees are trained. For new employees, training must be completed within 90 days after employment or a change in job function. All hazmat employees must receive recurrent training every three years.

The new security training requirement is distinct from the safety training that is already part of the required training for hazmat employees. Safety training may include the physical security of hazardous materials and ways to prevent vandalism and theft. RSPA was concerned, however, that such training may not be adequate to meet current threats. Because many hazardous materials transported in commerce may potentially be used as weapons of mass destruction or weapons of convenience, RSPA considers it critical to the assurance of public safety that training for persons who offer and transport hazardous materials in commerce include a security component.

RSPA is developing guidance to assist hazmat employers in meeting the new security training requirements. RSPA is drafting a Hazardous Materials Transportation Security Awareness Training Module directed at law enforcement, industry, and hazmat personnel. RSPA pledges in the preamble to the final rule that this training module will soon be available for distribution and use, free of charge. The module takes one hour to complete. According to RSPA, this training module or similar training programs that may be developed by commercial vendors or hazmat employers will be sufficient to meet the security awareness training requirement in this final rule.

RSPA originally proposed requiring that the training be completed within three months of the effective date of the final rule. In response to numerous comments pointing out the burden this requirement would place on employers, RSPA opted instead to allow hazmat employers to offer the security training at the next scheduled recurrent training for their hazmat em-

(Continued on page 33)

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“Airport Watch” Antiterrorism Hotline Goes Operational

If you live, work, or spend your free time at your local general aviation airport, you can do your part to keep the homeland secure. A nationwide toll-free hotline - 1-866-GA-SECURE (1-866-427-3287) - has been established to allow pilots, mechanics, parts distributors or others who spend time at general aviation airports to report suspicious activities or individuals to the Transportation Security Administration (TSA).

Aviation security has been a top priority for the government, the industry, and the general public in the last year. The rapid establishment of a new federal agency devoted specifically to transportation security in the months following September 11 provides ample evidence of the importance with which the Congress and the Bush administration view the security of our aviation industry. While the greatest effort has been directed toward correcting security deficiencies in the airline industry, general aviation has been the focus of some concern as well.

Voices in the press and in Congress have pointed out the potential for terrorists to use smaller general aviation aircraft as weapons. Packed with explosives, chemical or biological agents, or radioactive materials, even a small aircraft could unleash havoc in the wrong hands. Incidents such as the crash of a mentally disturbed teen pilot into a skyscraper in Florida, or repeated incursions into restricted airspace over Washington by disoriented GA pilots, have added to the sense of unease. The three GA airports closest to Washington, D.C. were only reopened for limited use by the pilots who base their aircraft there, and Washington's Reagan National Airport remains closed to GA traffic.

Although TSA was concerned about the potential for terrorists making use of GA aircraft, the agency had too many other issues to deal with and too few resources to be able to address the problem. The sheer number of GA airports and aircraft made it difficult to adopt a comprehensive solution. In an effort to alleviate the concerns of both the government and the general public – and to forestall the possibility of a heavy-handed legislative or regulatory solution – the Aircraft Owners and Pilots Association (AOPA) developed the Airport Watch Program.

The Airport Watch Program is modeled on neighborhood watch programs that rely on community members to be alert to suspicious activities. AOPA pointed out that the people best suited to spotting potential trouble at GA airports are the people who work, fly, or otherwise spend time there. The association has developed brochures describing the program that it is distributing to its members and any other interested parties through its web site at <http://www.aopa.org>.

TSA and AOPA cite several examples of activities that may warrant closer attention:

- ▶ Pilots who appear under the control of someone else.
- ▶ Anyone trying to access an aircraft through force - without keys, using a crowbar or screwdriver.
- ▶ Anyone who seems unfamiliar with aviation procedures trying to check out an airplane.
- ▶ Anyone who misuses aviation lingo - or seems too eager to use all the lingo
- ▶ People or groups who seem determined to keep to themselves.

- ▶ Any members of your airport neighborhood who work to avoid contact with you or other airport tenants.
- ▶ Anyone who appears to be just loitering, with no specific reason for being there.
- ▶ Any out-of-the-ordinary videotaping of aircraft or hangars.
- ▶ Aircraft with unusual or obviously unauthorized modifications.
- ▶ Dangerous cargo or loads - explosives, chemicals, openly displayed weapons - being loaded into an airplane.
- ▶ Anything that strikes you as wrong - listen to your gut instinct, and then follow through.
- ▶ Anyone seeing these sorts of activities should call the Airport Watch hotline at 1-866-GA-SECURE. The hotline is staffed 24 hours a day by the Coast Guard's National Response Center. TSA encourages everyone – not just pilots – to participate.

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New Chinese Safety License for Imports

China has inaugurated a new licensing requirement for goods entering its market. This news has caused concern for U.S. manufacturers in many sectors, and generated a number of inquiries at ASA. The *Bad News* is that many U.S. exporters must comply with the new licensing requirements, which can be expensive and burdensome. The *Good News* is that products covered by the Agreement on Trade in Civil Aircraft – such as civil aircraft, aircraft engines, and parts, components, and subassemblies of civil aircraft – are generally exempt from the new requirement.

Starting May 1, 2003, the government of China will require manufacturers in 132 product categories to obtain the China Compulsory Certification (CCC) mark for their products before exporting to or selling in the Chinese market. The full list of products affected is published in a catalog compiled by China's Certification and Accreditation Administration (CNCA), available at <http://www.cqc.com.cn/ccc/catalogureeng.pdf>.

If the CCC mark is required, the application process can be long, complicated, and expensive. It frequently takes sixty to ninety days or longer, and involves safety testing of the product at accredited laboratories in China, submission of numerous documents, inspection of the manufacturing facility by Chinese officials (at the applicant's expense), and follow-up inspections.

The CCC mark program is a modified version of earlier safety licensing programs in China that previously singled out foreign goods for special scrutiny. The system changed once China joined the World Trade Organization (WTO), which mandates that imported goods receive no less favorable treatment than domestic goods in

terms of safety standards and other so-called non-tariff measures that can restrict trade unfairly. China's CCC mark system passes WTO muster because Chinese products in the affected categories are subject to the same requirements as imported products.

Fortunately for much of the aviation industry, China's accession to the WTO also meant that China became a party to the Agreement on Trade in Civil Aircraft, one of the side agreements to the main WTO Agreement. Annex 3 of China's Protocol of Accession to the WTO Agreement specifically exempts products covered by the Civil Aircraft agreement from any import licensing, import quota, or import tendering requirements.

Distributors that deal in goods other than civil aircraft parts and components (including multi-use articles) may be affected by the licensing requirements if the manufacturer of the product in question has not obtained the CCC mark. Examples of potentially affected products include certain types of welding equipment, fire-fighting equipment, or alarm systems. Goods subject to the requirement that lack the CCC mark can be held at the border upon import.

The Commerce Department's International Trade Administration has additional information on the CCC mark at <http://www.mac.doc.gov/China/Docs/BusinessGuides/cccguid.htm>. The Commerce Department is the principal advocate for American enterprises doing business overseas, and also serves as an information resource for exporters.



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New Draft AC Provides Guidance on Field Approvals

One your customer has bought a component from you, they still need to get it on the airplane.

There are a number of data-driven mechanisms for assuring that a component installed on an aircraft will result in the aircraft being in an air-worthy condition. Obviously, the type certificate calls out parts that are appropriate (“eligible”) for installation. When the part is not described in the type certificate, it could reflect a modification to the aircraft design. Where the installation represents a major alteration, approved data is necessary to substantiate the installation data. Major alterations can represent major changes to type design or they can represent minor changes to the design. Although a supplemental type certificate is necessary to approve a major change to type design, there is a steadily growing number of alterations that reflect minor changes to type design, and as such may be eligible for approval under the field approval process.

One of the problems with this process has long been the inconsistency among the FAA offices. The FAA has taken a step towards greater consistency in the issuance of field approvals with the publication of draft Advisory Circular (AC) 43-FLD, *Standardized Procedures for Requesting Field Approval of Data, Major Alterations, and Repairs*. This draft guidance will serve as the basis for important guidance due to be released soon.

Field approvals are tremendously important to the general aviation community, as they represent one of the primary means by which aircraft owners and operators can obtain FAA approval for installations of avionics upgrades and other systems that improve safety. Improving and stan-

dardizing the process by which they are approved will make it easier for aircraft owners to upgrade their aircraft and generate additional revenue for both repair stations and component suppliers.

The process for obtaining field approvals has long been a source of frustration owing to the lack of clear, consistent, nationwide standards for evaluating applications. Standards for evaluating applications have traditionally been developed at the FSDO level – and sometimes, critics point out, at the individual inspector level – leading to wide disparities in the standards applied in different parts of the country. From time to time, depending on the number and qualifications of inspectors on staff, some FSDOs

Field Approvals are becoming increasingly important for approving parts installation data

have been known to discontinue processing field approvals altogether, leaving applicants to try to submit their applications in other FAA Regions. The recently released draft AC aims to make the process more predictable for all involved.

The Procedure

The AC provides a standardized procedure for applying for field approvals that involves three major steps: research; submission of a data package, preferably in the format of the Standard Data Package described in the AC; and performing the alteration or repair.

The first step is to conduct research concerning the alteration or repair to be performed. The applicant should

first attempt to determine whether the repair or alteration is eligible for a field approval by determining whether the repair or alteration is major or minor, something that has often proven to be easier said than done. The AC recommends using definitions provided in the AC, or, if questions still persist, contacting the FSDO for assistance. The AC stresses early and often that clear and frequent communication with the FSDO is key to making the entire process run more smoothly.

Minor alterations and repairs do not require a field approval. Major alterations and repairs, on the other hand, *may* be eligible for a field approval, depending upon the exact nature of the work to be performed. Major alterations or repairs that are so extensive as to represent major changes to type design may require application for an amended type certificate (TC) or supplemental type certificate (STC). Similarly, certain alterations listed in FAA Order 8300.10, Volume 2, Chapter 1 have been deemed to be outside the scope of the field approval process. This list is not all-inclusive, however; ultimately, the FAA will evaluate every project on a case-by-case basis.

If the repair or alteration is found to be eligible for a field approval, the second step in the process is to compile and submit a data package. To expedite the process, the AC recommends a format designated the Standard Data Package (SDP). An SDP consists of three parts: (1) a Field Approval Checklist, an example of which is provided in Appendix 1 of the AC; (2) copies of any data that describe the alteration or repair; and (3) an FAA Form 337 that has been filled out but not signed.

(Continued on page 35)

UPNs are published by the FAA's SUPs Program Office. They are republished here as a service to our readers. The Association is not responsible for claims made by the Notification. All questions should be directed to the FAA contact office listed in the Notification.

UNAPPROVED PARTS NOTIFICATION

SUSPECTED UNAPPROVED PARTS PROGRAM OFFICE, AVR-20
13873 PARK CENTER ROAD, SUITE 165
HERNDON, VA 20171



U.S. Department
of Transportation
**Federal Aviation
Administration**

No. 2003-00142
March 31, 2003

UPNs are posted on the internet at <http://www.faa.gov/avr/sups.htm>

Published by: FAA, AFS-610, P.O. Box 26460, Oklahoma City, OK 73125

AFFECTED PRODUCTS

All propellers maintained, altered, or approved for return to service by T and W Propellers, Inc. (Chino, CA).

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts distributors regarding propellers maintained by T and W Propellers, Inc. (T and W), 7000 Merrill Avenue, Building E3, #50, Chino, CA 91710. T and W previously held Air Agency Certificate No. T6WR776N.

BACKGROUND

Information received during a Federal Aviation Administration (FAA) accident investigation revealed that T and W had failed to accomplish maintenance in accordance with the manufacturers' maintenance manuals (such as Hartzell Manual 133C, Hartzell Manual 202A, and Hartzell Service Bulletin 136H) or FAA-approved procedures. Improper procedures included failure to perform nondestructive inspections in accordance with FAA-approved procedures. Evidence indicated that T and W installed incorrect hardware and may have falsified work orders and other documentation associated with approving the propellers for return to service. The FAA has been unable to determine the exact time span during which the improper maintenance occurred. Therefore, all propellers that T and W maintained or approved for return to service from approximately 1997 until 2003 are suspect.

RECOMMENDATION

Regulations require that type-certificated products conform to their type design and be properly maintained using current data, required equipment, and appropriately trained personnel. Aircraft owners, operators, maintenance organizations, and parts distributors should inspect their aircraft, aircraft records, and/or parts inventories for any propeller work accomplished by T and W. If any propellers are installed on aircraft, appropriate action should be taken. If any propellers are found in existing inventory, it is recommended that the propellers be quarantined to prevent installation until a determination can be made regarding each propeller's eligibility for installation.

FURTHER INFORMATION

Further information concerning this investigation may be obtained from the FAA Flight Standards District Office (FSDO) given below. The FAA would appreciate any information concerning the discovery of the above-referenced propellers from any source, the means used to identify the source, and the action taken to remove the propellers from service.

This notice originated from the Riverside FSDO, 6961 Flight Road, Riverside, CA 92504, telephone (909) 276-6701, fax (909) 689-4309; and was published through the FAA Suspected Unapproved Parts Program Office, AVR-20, telephone (703) 668-3720, fax (703) 481-3002.

Security Training

(Continued from page 27)

ployees. New employees must be trained within 90 days of starting work.

Training conducted to comply with security training programs required by other federal or international agencies may be used to satisfy this new security training requirement to the extent that such training addresses the training components specified in the new rule.

Security Plans

Shippers and carriers who offer or transport certain materials are required to establish more elaborate security programs. RSPA's new rule adds a new subpart I in part 172 that requires persons subject to the registration requirements in subpart G of

part 107 and persons who offer or transport select agents and toxins regulated by CDC in 42 CFR part 73 to develop and implement written security plans. Persons required to register under subpart G of part 107 include persons who offer for transportation or transport: (1) A highway route-controlled quantity of a Class 7 (radioactive) material; (2) more than 25 kg (55 lbs) of a Division 1.1, 1.2, or 1.3 (explosive) material; (3) more than 1 L (1.06 qt) per package of a material poisonous by inhalation in Hazard Zone A; (4) a shipment in a bulk packaging with a capacity equal to or greater than 13,248 L (3,500 gal) for liquids or gases or greater than 13.24 cubic meters (468 cubic feet) for solids; (5) a shipment in a non-bulk packaging of 2,268 kg (5,000 pounds) gross weight or more of one class of hazardous materials for which

placarding is required; and (6) a shipment that requires placarding. Select agents and toxins are materials regulated by CDC because they have the potential to pose a severe threat to the public health and safety. Few ASA members should be affected by this requirement.

Enforcement

In the coming year, DOT inspectors will be looking for security plans and training records related to security when conducting inspections at shipper and other facilities. If violations are found, appropriate penalty action will be initiated. Baseline penalties for these violations will be provided in a civil penalty rulemaking that RSPA expects to issue in the near future.

The text of the new rule can be found at

http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=2003_register&docid=fr25mr03-21

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UNAPPROVED PARTS NOTIFICATION

SUSPECTED UNAPPROVED PARTS PROGRAM OFFICE, AVR-20
13873 PARK CENTER ROAD, SUITE 165
HERNDON, VA 20171



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**Federal Aviation
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AFFECTED PRODUCT

Lycoming engines.

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts distributors regarding improper aircraft engine maintenance performed on Lycoming aircraft engines.

BACKGROUND

Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed that Larry Good (Good Aviation, 1705 Smoking Tree Street, Moore, OK 73160-5725) improperly approved for return to service Lycoming engines used on general aviation aircraft. The investigation revealed numerous discrepancies when the engines were returned to service, contrary to Title 14 of the Code of Federal Regulations, Part 43. Larry Good approved the engines for return to service under Mechanic Certificate – Airframe and Powerplant ratings, and Inspection Authorization (IA) No. 1922744.

Listed below are some of the noted discrepancies:

- Use of scrap parts marked “NOT AIRWORTHY” and parts with identification data removed in the repair and overhaul of engines.
- Falsified logbook entries stating that “new” pistons and piston pins had been installed when, in fact, the parts were used.
- Falsification of return-to-service tags and engine maintenance logbook entries.
- Use of replacement parts that extended their use beyond the manufacturers’ service limits.
- Repairs and overhauls carried out without acceptable or approved data.
- Engines approved for return to service that were not in compliance with applicable Airworthiness Directives or not in accordance with applicable service bulletins (e.g., use of incorrect fuel line clamps, failure to replace oil pump housings and gears, failure to replace thermostatic bypass valve seats, failure to modify crankcase gears, or installation of incorrect camshafts).
- Unauthorized replacement of identification plates.
- Approval of incomplete engines for return to service.
- Installation of wrong-size main bearings.
- Installation of incorrect engine cylinders.

(Continued on page 35)

RECOMMENDATIONS

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, maintenance organizations, parts suppliers, and distributors should inspect their aircraft, aircraft records, and/or parts inventories for engines approved for return to service by Larry Good. If any of these engines are installed or found in existing stock, you should:

- Inspect the engine parts and components for conformity.
- Inspect the validity of engine logbook entries, return-to-service tags, invoices, and other documentation associated with engine parts and accessories.
- Report any evidence of engine failure, premature accessory failure, low cylinder compression, burnt valves, piston failure, metal in the oil screen, overheating, or other improper maintenance to the FAA Flight Standards District Office (FSDO) given below.

FURTHER INFORMATION

Further information concerning this investigation and guidance regarding the above-referenced engines may be obtained from the FSDO given below. In addition to the above recommendations, the FAA would appreciate any information concerning the discovery of the engines, the means used to identify the source, and the action taken to remove the engines from service.

This notice originated from the Oklahoma City FSDO, 1300 S. Meridian, Suite 601, Oklahoma City, OK 73108, telephone (405) 951-4200, fax (405) 951-4282; and was published through the FAA Suspected Unapproved Parts Program Office, AVR-20, telephone (703) 668-3720, fax (703) 481-3002.

REGULATORY UPDATE

Field Approvals

(Continued from page 31)

The AC offers a Field Approval Checklist as a way of organizing the data and information submitted as part of the application. The checklist includes information on the type of product and certification basis, a brief description of the project, a compliance statement and checklist, the type of data being submitted, and whether the application includes an Aircraft Flight Manual Supplement or Instructions for Continued Airworthiness. The AC stresses that use of this particular checklist is optional, but that its use or use of an equivalent document is highly recommended.

The final step in the process, once the data has been approved, is to perform the alteration or repair. The AC

warns against starting work until the FAA has signed off on the data approval in Block 3 of the FAA Form 337, because of the chance that the work performed will not conform to the repair or alteration as it is finally approved. In cases where an applicant is seeking approval of a repair or alteration that has already been performed by an unknown party and for which there is no substantiating approved data or maintenance record, the FAA inspector will physically inspect the aircraft before approving the installation.

The AC provides additional guidance on when an application must include an Aircraft Flight Manual Supplement (AFMS). An AFMS is required for any aircraft that already has an Air-

craft Flight Manual whenever the aircraft undergoes an alteration that changes the operating limitations or procedures necessary for safe operation. An AFMS must be approved at the Aircraft Certification Office (ACO) level. The AC also provides guidance on the preparation of Instructions for Continued Airworthiness, to include a checklist to be used when preparing them.

See it For Yourself

The draft AC is available at <http://www.opspecs.com/awcirculars/default.htm>. Although the comment period formally ended on February 24, additional constructive comments may be useful to the FAA.

Issues of the Update Report Are Now Online!

Are you reading a borrowed copy of the Update Report? Subscriptions to the Update Report are now FREE to persons in the aviation industry or the government. To receive your free subscription, send your name, title, company, address, phone number, fax number and email address to ASA. Our email address is info@aviationsuppliers.org and our fax number is (202) 347-6894.

Back issues of the Update Report are now on-line! Missing a prior issue? Issues of the Update Report are being added to the ASA web site about one month after they are published. Complete sets of volumes six through ten are now on-line!

UPCOMING EVENTS

** = Look for ASA on the speaking program or on the Trade Floor*

2003

- Apr. 15-17** * **MRO**, Fort Lauderdale, FL, see <http://www.aviationnow.com> for more information
Apr. 23-26 * **Aircraft Electronics Association Convention**, Orlando, FL. Call (816) 373-6565 for details.
May 13-15 * **GSE & AS3**, Las Vegas, NV, see <http://www.gseexpo.com> for more information
June 22-24 * **ASA 10th Anniversary Celebration and Annual Conference**, Ritz-Carlton, Naples, FL. Call (202) 347-6899 for details. See Page 29 for more information
July 15-16 * **ASA Hazmat Training**, Dallas, TX. Visit www.aviationsuppliers.org for details.
Sept. 22-24 **Speednews Aviation Industry Suppliers Conf in Europe**, Toulouse, France. Call (310) 203-9603.
Oct. 21 * **ASA Continuing Education Workshop**, Dallas, TX. Visit www.aviationsuppliers.org for details.
Oct. 23 * **ASA Continuing Education Workshop**, Chicago, IL. Visit www.aviationsuppliers.org for details.
Nov. 2-4 **Speednews Reg'l & Corp. Aviation Industry Suppliers Conf.**, Rancho Mirage, CA. (310) 203-9603.
Nov. 11 * **ASA Continuing Education Workshop**, Seattle, WA, TX. Visit www.aviationsuppliers.org for details.
Nov. 13 * **ASA Continuing Education Workshop**, Los Angeles, CA. Visit www.aviationsuppliers.org for details.
Dec. 2 * **ASA Continuing Education Workshop**, NJ/NY Area. Visit www.aviationsuppliers.org for details.

2003 is ASA's 10th Anniversary. The Annual Conference will be held at the Ritz Carlton in Naples Florida. Hotel reservations are already being taken as (800) 241-3333 or contact the hotel directly at (239) 598-3300. Please be sure to identify yourself as an ASA participant to get the ASA discounted room rate of \$139 per night. Registration packages were mailed in March.

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