



The Update Report

The Aviation Suppliers Association

Volume 10, Issue 4

April 2002

HAZMAT UPDATE

Battery Rule Victory

The Research and Special Programs Administration (RSPA) has issued a revision to the Hazardous Materials Regulations that corrects a number of errors and omissions that occurred as part of the amendments to the regulations made in June 2001. Included among these corrections is the correction to the battery issue that we had brought to the government's attention.

ASA had been in touch with RSPA last year and this year to discuss the omission of the rules concerning shipment of alkali batteries as hazmat. This would have affected ni-cad batteries, among others, and would have eliminated access to the exceptions commonly enjoyed by those distributors who ship batteries. The omission was a clerical mistake.

The clerical mistake occurred during the 2001 amendment to the hazmat regulations. The 2001 amendment was meant to harmonize the U.S. regulations with international standards. As described in the January issue of the Update Report, the amendment omitted the entry in the Hazardous Materials Table for "Batteries, wet, filled with alkali, electric storage," UN2795.

In last month's edition, we asked ASA members to help us out with the solution to the problem. We appreciate the assistance provided by everyone who responded to the survey last

month! RSPA has listened to our concerns and has fixed the problem. The new revision restores the entry for alkali batteries, thus avoiding potential problems for anyone who ships Ni-Cad batteries in commerce.

New Rules for Lithium Batteries

In other hazmat news, RSPA has issued a proposed rule concerning the transportation of lithium batteries. The proposed changes would amend 49 C.F.R. § 173.185 to better harmonize that section with ICAO standards (we know them as the IATA DG regulations).

The proposal would revise the packaging test methods associated with lithium batteries. It also revises the exemptions for small batteries, imposing additional testing and marking requirements for any package containing more than 12 batteries or 24 cells. Larger batteries with more than 25 grams of lithium would lose their current § 173.185(c) exception from the hazard communication and packaging requirements. Aircraft passengers and crew would benefit from an exception allowing them to carry up to three small lithium and lithium ion batteries for personal use.

RSPA is accepting comments on this proposal through June 14, 2002. The full text of the proposed rule can be found on ASA's website.

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For their re-accreditation to the Aviation Suppliers Association's Accreditation Program



A Message from ASA's President

I am looking forward to a great ASA Annual Conference this June. We are pleased that NTSB Board Member John Goglia has agreed to be this year's keynote speaker. It has been a rough year for aviation safety, and Goglia is never shy about telling it like it is.

Goglia is the latest in a distinguished line of keynote speakers perhaps best known for giving the ASA members practical advice. Last year's keynote speaker, Matt Thurber, spoke about the importance of the business jet market as a source of new business for the ASA membership. Many of the members who took his advice found themselves with an important set of steady customers after the air carriers cut back on purchasing following September 11.

ASA continues to bring its members new business opportunities. Several of our workshops will introduce the ASA members to a variety of new and underserved markets just waiting for your business: regional air carrier market, the ground support equipment market, and the military market. There will be an emphasis on how to get into these markets and how to increase your exposure to these markets if you are already there.

We haven't given up on the air carrier market, though! The session on air carrier economics will address the decision-making process that goes into a purchase, and we also welcome Empire Airlines Director of Safety Richard Mills to discuss corrective action.

We will also feature a terrific array of auditing and quality issues, commercial issues (like structuring your sales and your credit terms to improve your chances of being paid), and the changes in the law that are going to affect distributors and their customers. Of course, no conference would be complete without the government, and we welcome back FAA experts Ken Reilly and Al

Michaels as well as Harry Schaefer from the DOT OIG.

Be sure to register early for the ASA Annual Conference. You will need to submit your registration in order to hold your room reservation. Last time ASA was in Las Vegas, we sold out the hotel and a number of participants had to stay in other hotels around the city—don't be one of them!

You should have received your registration package in the mail already. Please call the Association if you didn't receive one.

Next month's Update Report will feature articles examining the new Economic Stimulus package and the impact it will have on ASA members (what is the government doing to help the economy), the FAA's economic forecast for the industry (when can we expect the economy to turn around) and a brief look at some of the most recent enforcement actions affecting aviation parts distribution (it's better to fight your way through this economy than to look for a quick fix of dubious legality).

Best regards,

Michele Dickstein

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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) 730-0270.

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“Adequate” Traceability

An air carrier recently asked ASA whether a FAA 8130-3 tag or JAA Form One from a repair station represented adequate traceability. Traceability is not a regulatory requirement, so there is no regulatory standard that describes “adequate traceability.” Therefore, to answer this question, it is first necessary to identify why traceability is important, so the standards of adequacy will make sense.

The Value of Traceability

Traceability usually serves two broad categories of purposes in aviation parts transactions: regulatory and commercial. There is some traceability documentation that does not support regulatory compliance at all. For example, a document that indicates the last owner of a part is useful for audit trail purposes but it does not actually provide any information that is required to be known under the FAA regulations. While it is common for documentation to serve purely commercial needs, it is equally common for the industry to look for the regulatory *aspect* of a document in order to make it fit within the FAA “system” of parts safety.

In the regulatory realm, there are very few regulations that directly require traceability. The new life-limited parts regulation, for example, suggests documentation tags as one means, but not the only means, of identifying current life status of a part to facilitate proper disposition of the part. The FAA Office of Chief Counsel issued an opinion letter that explains that there is no regulatory requirement for traceability, even for life-limited parts; and it goes on to suggest that FAA requirements for traceability documentation should be the exception rather than the rule.

Traceability Supports Regulatory Compliance

Just because the regulations do not directly require traceability does not mean that traceability has no role to play in regulatory compliance, though. Where the documentation makes assertions concerning airworthiness quality, reliance on traceability documentation is a common mechanism by which to demonstrate compliance with FAA regulations. For example, 14 C.F.R. § 43.13(b) requires that maintenance be performed in a manner calculated to return a product to a condition at least equal to the product’s original or properly altered condition. Traceability documentation that demonstrates that a qualified person made a finding of airworthiness in the past can help to assure that installed parts meet or exceed the requirements of the FAA-approved design. In the case of an aftermarket part, the FAA-approved manufacturer is one good example of a facility that may initiate traceability documentation demonstrating airworthiness, such as a certification confirming that part was manufactured under the production approval, or an 8130-3 airworthiness approval tag issued by a designee at the manufacturer’s facility.

In the context of installation of replacement parts, it is generally acceptable for an installer to rely on a certification by a qualified person that a part was new or that it was overhauled. This does not absolve the installer of his airworthiness assurance duties under 14 C.F.R. § 43.13(b) – the installer is still responsible for assuring that the part has not suffered damage nor degradation since the time it was found to be airworthy. But the inclusion of traceability documentation that verifies the condition of the part can help to identify a baseline

from which to make educated decisions about airworthiness.

Traceability as a Commercial Tool

There are commercial advantages to traceability as well. Most traceability requirements find their roots in commercial requirements, rather than regulatory requirements. This can be difficult to understand because so many FAA employees have endorsed the notion of traceability that traceability is often (wrongly) thought to be a FAA regulatory requirement.

FAA employee support for traceability is NOT the same as FAA regulations requiring traceability. It does not carry the force of law. But it can have a more far-reaching effect than the force of law because of its influence on commercial practices. FAA employee support for the concept of traceability has led many in the aviation industry to impose traceability requirements on themselves and their business partners. Many air carriers, for example, have provisions in their general maintenance manuals that require certain types of traceability documentation. Because air carriers are required to follow their own general maintenance manuals under 14 C.F.R. § 121.363(a)(2), that section will also require them to follow traceability provisions that are placed in the general maintenance manual. This can mean that the air carrier must impose those requirements on their business partners. When a customer, even an air carrier, demands a certain type of traceability documentation, this is generally a commercial requirement; it is not a regulatory requirement imposed on the business partner because the business partner has no regulatory obligation to provide the traceability documentation.

(Continued on page 43)

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Additional Relief Making Its Way Through Congress

Even though the economy is showing signs of recovery, many small businesses are still struggling to survive until the day that the recovery reaches them. This is particularly true of aircraft parts distributors, many of whom will still be experiencing tough economic times for the next few months. Although the Small Business Administration (SBA) instituted a number of programs to help small businesses in the aftermath of September 11, such as the economic injury disaster loan (EIDL) program, some businesses inevitably either fell through the cracks or found the available relief insufficient. Fortunately, efforts are still under way in Congress to expand assistance to small businesses.

On March 22, the Senate passed the American Small Business Relief and Recovery Act by a unanimous vote. The bill, originally introduced in October 2001, is designed to help small businesses meet their payments on existing debts, finance their businesses, and maintain jobs in the aftermath of September 11. It proposes to do this by strengthening and expanding access to the SBA's loan programs and management counseling. The bill includes changes to two of SBA's main non-disaster lending programs in order to encourage borrowing and lending for new and expanding small businesses that may otherwise be reluctant to start or expand their businesses in the post-September 11th economy. The bill also provides additional technical assistance and management counseling through SBA's existing entrepreneurial development programs.

Three Types of Eligible Businesses

The bill provides assistance for three categories of small businesses. The first consists of businesses directly affected by the September 11 attacks

because they were located in or near the sites of the attack in New York and Virginia, located in a declared disaster area, located in a closed airport, or their business was closed or suspended owing to national security measures. Small businesses in the category qualify for SBA economic income disaster loans or physical disaster business loans on more flexible and favorable terms than allowed under standard SBA rules, to include a maximum loan amount of \$5 million to \$10 million, waiver of interest on the loans and deferral of principal payments for two years. Although few ASA members are located on airports or other areas eligible for this relief, some of their customers, such as FBOs, may be eligible.

There may soon be another option for distributors seeking low-interest loans while the market is slow.

Most ASA members will probably fit into the bill's second category. This category consists of businesses that were not physically damaged, but were directly or indirectly affected because they are a supplier, service provider, or complimentary industry to an affected industry. The bill provides for more favorable terms for the SBA's so-called section 7(a) Guaranteed Business Loans. The 7(a) loan program is one of the SBA's primary lending programs. (Information on these loans can be found at <http://www.sba.gov/financing/fr7aloan.html>.) The improved terms would include a lower interest rate (PRIME plus two percent); easier standards for loan approval; the option of requesting from the lender a one-year deferral

of the payments on the principal; an increased maximum loan size to \$3 million; and lower fees.

The third category consists of small businesses more generally in need of loans, procurement assistance, or management counseling to help cope with the effects of September 11. The bill would expand funding for SBA Small Business Development Centers and other assistance programs targeted to help businesses with specific problems.

Status of the Bill

Although the Senate bill enjoyed overwhelming support, its companion bill in the House, H.R. 3230, has not made strong progress. The House bill was considered by the House Small Business Committee in November, but has yet to be considered by the full House. Part of the reason is that a number of the emergency provisions in H.R. 3230 were incorporated into the Department of Defense Appropriations Act that the president signed into law in January. Those provisions included \$150 million in additional funding for SBA loan programs, additional authority for the SBA Administrator to liberalize size standards, and an extension on the deferral of interest and principal on disaster loans. Once these measures became law as part of this other act, passing the non-emergency parts of H.R. 3230 became less urgent. Nevertheless, Committee Chairman Don Manzullo (R-IL) has stated that he remains committed to seeing H.R. 3230 passed in its entirety.

ASA will continue to monitor these and other small business relief measures on the Hill.

New Standards for Air Waybills

Persons shipping parts into the United States from abroad may soon find their paperwork becoming a bit easier. The U.S. Customs Service has issued a proposed rule that would liberalize the numbering system used for air waybills in shipments entering the United States. The new proposal would allow importers to re-use air waybill numbers after one year, as opposed to the three years mandated under current rules.

Customs regulations (Title 19 of the Code of Federal Regulations) require that an air cargo manifest listing all cargo on board must be filed with the Customs Service for any commercial aircraft coming into the United States from a foreign area. The air cargo

manifest form must list a unique identifier number for each air waybill in the shipment. The current rules, which carry over unchanged from the rules applicable to maritime shipments, state that the unique identifier numbers may not be duplicated within a three-year period.

The large volume of air importations has made this limitation on the re-use of air waybill numbers problematic. Some shippers have literally found themselves running out of usable numbers by the end of the three-year period. Accordingly, the Customs Service has proposed reducing the restriction from three years to one year for shipments by air. This change is being made in conjunction

with Customs efforts to improve its internal automated tracking systems for tracking, archiving, and auditing shipments using manifest numbers.

The proposed amendment to the rules also specifies that air waybill numbers referenced in the manifest must be an 11-digit number. This conforms to the standard IATA format.

The Customs Service is accepting comments on the proposal through April 30, 2002. For more information, contact ASA at (202) 730-0270 or contact the Customs Service directly at (202) 927-3459.

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Traceability: Commercial Desires and Accreditation

(Continued from page 39)

There is another form of commercial impetus for traceability besides customer demand. Many distributors who sell aircraft parts have voluntarily imposed on themselves a requirement to provide a certain level of traceability through their quality system. Although there is no general legal requirement to have a distributor's quality system accepted by the FAA or any other party, many distributor companies that adopt a voluntary quality system also have a third party audit that system to demonstrate that the system is sufficiently robust. This can be a marketing tool as it permits the distributor to demonstrate the effectiveness of its quality system.

Accreditation Affects Trace Standards

The AC 00-56 accreditation program is a voluntary system whereby a distributor adopts a quality system meeting certain desired FAA goals. The AC 00-56 quality system is designed to meet the safety needs of the customers, in addition to supporting the customers' regulatory obligations. It is also designed to promote high levels of safety for aircraft parts – higher levels than are required under the regulations, in fact.

Compliance with AC 00-56 requires that a distributor supply a minimum level of traceability. There is no regulatory requirement associated with AC 00-56, but the 00-56 accreditation system provides a mechanism for meeting the traceability documentation requests often heard in the aviation system.

The documentation matrix found in advisory circular 00-56 states that accredited distributors should receive at least a certified statement from the seller identifying the part and stating the condition of the part (in situations

where it is not accompanied by another form of documentation, like an 8130-3 tag). Even when a part is bought in "as-is" condition, AC 00-56 recommends that the seller should state that this is the condition (and that the seller should identify the part). By providing this information, it is clear what the status of the part is, and there is less chance that an "as-is" part will be confused with a part that has been shown to be airworthy. Where an 8130-3 or JAA-1 is available, that document (or a suitable copy) is required to be accepted by the distributor and then passed along to the subsequent purchaser (again, copies may be acceptable in some circumstances).

In receiving parts that have been subject to maintenance or alteration, AC 00-56 suggests that the parts should be accompanied by the approval for return to service completed under 43.9 or 43.11. The approval may be completed on an 8130-3 tag or on any other document that represents a certified statement concerning identity and condition (e.g. a yellow tag that identifies the part and the scope of work performed on the part). While AC 00-56 represents an acceptable practice, the FAA has been careful to point out that it is not the only acceptable practice.

Returning to Repair Station Traceability

In answering the original question, we return to the issue of acceptable traceability from a repair station. Obviously, no FAA policy has ever been meant to discourage the purchase of parts that have been properly maintained or overhauled by a qualified repair station. Therefore, under the regulations and the law, repair station traceability will always be acceptable as long as the installer can make a finding of airworthiness with respect

to the part that is traceable to the repair station. Repair station traceability in this context can mean an approval for return to service from a FAR 145 repair station, or it can mean that the repair station has provided a copy of an airworthiness approval that was originally issued by the FAA or a FAA designee (e.g. an 8130-3 issued for a new part or any other demonstrably airworthy part).

It is important to note that the FAA generally does not recognize work performed under foreign standards. This means that an approval for return to service issued under rules other than the FARs will not be considered acceptable. There are two notable exceptions to this general rule. First, the United States has executive agreement with Canada and implementing regulations that permit the FAA to accept Canadian maintenance under certain circumstances. Second, many U.S. air carriers have operations specifications (op specs) that permit them to use non-U.S. parts. For example, one op spec permits parts pooling arrangements, in which a U.S. carrier may obtain a part from a foreign air carrier even though that part may have been produced or maintained under foreign approval. Another example is an op spec that permits an air carrier to lease aircraft and maintain them to the standards of the country in which the leased aircraft are registered (including the installation of parts acceptable to the foreign authority).

Thus, the regulatory answer to the question is that documentation acceptable to the FAA and providing evidence of airworthiness will represent adequate traceability for the purpose of supporting the installer's airworthiness determination made at the time of installation. Please note that NO

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Repair Station Traceability: Adequacy

(Continued from page 43)

DOCUMENTATION can ever take the place of scrutiny by the installer, because even the best-approved parts can be subject to damage or degradation that renders them unairworthy.

Whether or not repair station traceability is considered commercially acceptable is an issue that may vary from customer to customer. Some air carriers have policies that limit the circumstances under which they can accept repaired parts. Air carriers generally have approved vendor lists and often may only accept repairs or overhauls performed by repair stations on the approved vendor list.

The nature of the repair station's traceability can also make a difference. The most common sort of repair station traceability documenta-

tion is an approval for return to service following maintenance or alteration. This represents the best sort of repair station traceability because it reflects the fact that a repair station has performed functions under its FAA certificate and approved the article for return to service with respect to the work performed. The approval document is particularly valuable where the work scope includes a finding of airworthiness for the entire article (e.g. an overhaul) and is not just a spot repair with no description of the airworthiness condition of the remainder of the article.

Sometimes, a repair station acts as a distributor. The repair station may not be operating under its repair station certificate. Generally, a repair station does not complete a FAA 8130-3 tag or JAA Form One when it

acts purely as a distributor. Any distributor in the United States may, however, apply to the FAA to obtain an 8130-3 tag for the part if it was manufactured under an FAA-approved quality system and is currently airworthy (this form is usually issued by a Designated Airworthiness Representative on behalf of the FAA).

In summary, there is nothing wrong with repair station traceability. It is particularly valuable when the repair station has completed an approval for return to service but there may be commercial value to such traceability even when the repair station is acting in as a distributor in the transaction. But all documentation is limited in value by the fact that it documents a condition in the past, and damage or degradation can change the airworthiness status of the part.



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UNAPPROVED PARTS NOTIFICATION



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

SUSPECTED UNAPPROVED PARTS PROGRAM OFFICE, AVR-20
45005 AVIATION DRIVE, SUITE 214
DULLES, VA 20166-7541

No. 1999-00092
February 24, 2002

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

Published by: FAA, AIR-140, P.O. Box 26460, Oklahoma City, OK 731 25

AFFECTED PARTS

Bell Helicopter Textron main rotor blades (part number 206-010-200-033) and Hughes Helicopter main rotor blades (part number 369D21100-513).

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, maintenance organizations, manufacturers, and parts distributors regarding improper repairs on main rotor blades.

BACKGROUND

Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed that during the first part of 1999, GO Helicopters, located at Brazoria County Airport, Angleton, TX 77515, improperly repaired main rotor blades. The blades were repaired using automotive-type filler and were heavily painted with new data tags that did not match Bell Helicopter Textron's historical records.

GO Helicopters has not been in business since September 2000.

RECOMMENDATION

Aircraft owners, operators, maintenance organizations, manufacturers, and parts distributors should inspect their aircraft, aircraft records, and/or parts inventories for main rotor blades repaired by or processed through GO Helicopters. Verification should be conducted independently of information provided on any work order, FAA Form 8130-3 (Airworthiness Approval Tag), or FAA Form 337 (Major Repair and Alteration). You should take appropriate action if any of these parts have been installed on an aircraft. If any existing inventory includes these parts, the FAA recommends that you quarantine the parts to prevent installation on an aircraft until a determination can be made regarding each part's eligibility for installation.

FURTHER INFORMATION

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

This notice originated from the Houston FSDO, 13100 Space Center Blvd., Suite 5400, Houston, TX 77059, telephone (281) 212-9700, fax (281) 212-9759; and was published through the FAA Suspected Unapproved Parts Program Office, AVR-20, telephone (703) 661-0580, fax (703) 661-0113.

Learn more about unapproved parts (and approved parts) from the FAA's Parts Gurus:

Ken Reilly, Manager, FAA Suspected Unapproved Parts Program Office
Al Michaels, FAA National Resource Specialist for Aircraft Parts and Helicopters

Meet them at the ASA Annual Conference—See Page 44 for details!

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UNAPPROVED PARTS NOTIFICATION



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

SUSPECTED UNAPPROVED PARTS PROGRAM OFFICE, AVR-20
45005 AVIATION DRIVE, SUITE 214
DULLES, VA 20166-7541

No. 2001-00143
March 4, 2002

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

Published by: FAA, AIR-140, P.O. Box 26460, Oklahoma City, OK 731 25

AFFECTED EQUIPMENT

Aircraft emergency equipment.

PURPOSE

The purpose of this notification is to advise all aircraft owners and operators, manufacturers, maintenance organizations, and parts distributors regarding life vests maintained and approved for return to service prior to April 7, 2001, by McRae's Aerocrafts, Inc. (d/b/a J. F. McRae Aero-Craft, Inc.).

BACKGROUND

Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation indicated that J. F. McRae Aero-Craft, Inc., a former FAA-certificated repair station (Air Agency Certificate No. QQ3R798L), located at 1079 Langley Street, Oakland, CA 94614, improperly maintained and approved for return to service various emergency equipment, including life vests and rafts. Specifically, evidence indicates that McRae maintained and approved for return to service the following life vests without using current maintenance manuals, instructions for continued airworthiness, and the tooling and equipment required by Title 14 of the Code of Federal Regulations, Parts 43 and 145.

LIFE VESTS

<i>MAKE</i>	<i>MODEL</i>	<i>PART NUMBER</i>
Air Cruisers	A/C-2	D21343-101
Eastern Aero Marine		KSE-35L8
Switlik	AV-35	S-21850-6300

RECOMMENDATION

Regulations require that type-certificated products conform to their type design and that the products and parts be properly maintained using current data, required equipment, and appropriately trained personnel. Aircraft owners, operators, manufacturers, maintenance organizations, and parts distributors should inspect their aircraft and/or parts inventory for emergency equipment approved for return to service prior to April 7, 2001, by McRae's Aerocrafts, Inc. If installed in aircraft, this equipment should be considered suspect and inspected and/or removed, as appropriate. If the referenced equipment is found in existing parts inventories, the FAA recommends that the equipment be quarantined to prevent installation until a determination can be made regarding the equipment's eligibility for installation.

FURTHER INFORMATION

You may obtain further information from the FAA Flight Standards District Office (FSDO) listed below. That office would appreciate any information that you could provide concerning the discovery of this equipment from any source, and the actions taken to remove the equipment from aircraft and/or stock.

This notice originated from the Oakland FSDO, 8517 Earhart Road, Suite 100, Oakland Airport, CA 94621, telephone (510) 273-7155, fax (510) 632-4773; and was published through the FAA Suspected Unapproved Parts Program Office, AVR-20, telephone (703) 661-0581, fax (703) 661-0113.

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UNAPPROVED PARTS NOTIFICATION



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

SUSPECTED UNAPPROVED PARTS PROGRAM OFFICE, AVR-20
45005 AVIATION DRIVE, SUITE 214
DULLES, VA 20166-7541

No. 1999-00092
February 24, 2002

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

Published by: FAA, AIR-140, P.O. Box 26460, Oklahoma City, OK 731 25

AFFECTED AIRCRAFT

Boeing 707.

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts distributors regarding scrap cabin pressure controllers reintroduced into the aviation system.

BACKGROUND

A Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed that Allied Signal, the manufacturer of cabin pressure controllers (part number 809960-11), had scrapped some of the controllers due to altitude sensor drift caused by unstable sensors. Replacement sensors were unavailable; thus, the manufacturer declared the faulty controllers scrap in 1996 because they were determined to be beyond economical repair. However, these controllers were reintroduced into the system between 1996 and 1998 when purchased from a scrap dealer. Five of the controllers may still be in service and are listed below:

PART NUMBER	NOMENCLATURE	SERIAL NUMBER
809960-11	Cabin Pressure Controller	31-568
809960-11	Cabin Pressure Controller	35-673
809960-11	Cabin Pressure Controller	122-602
809960-11	Cabin Pressure Controller	15-663
809960-11	Cabin Pressure Controller	13-331

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, manufacturers, maintenance entities, and parts distributors should inspect their aircraft and/or parts inventory for any parts listed above. You should take appropriate action if any of these parts have been installed on an aircraft. If any existing inventory includes these parts, the FAA recommends that you quarantine the parts to prevent installation on an aircraft until a determination can be made regarding each part's eligibility for installation.

FURTHER INFORMATION

Further information may be obtained from the FAA Flight Standards District Office (FSDO) shown below. The FAA would appreciate any information regarding the discovery of the above-referenced unapproved parts from any source, the means used to identify the source, and the action taken to remove the parts from inventory or service.

This notice originated from the Miami FSDO, 8600 NW 36th Street, Suite 201, Miami, FL 33166, telephone (305) 716-3400, fax (305) 716-3456; and was published through the FAA Suspected Unapproved Parts Program Office, AVR-20, telephone (703) 661-0581, fax (703) 661-0113.

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) 730-0274.

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 nine are now on-line!

UPCOMING EVENTS

* = *Look for ASA personnel on the speaking program*

*ASA is currently working on the 2002 workshop and training schedule. Tentative dates are listed here.
More information will be available soon. Keep checking our website for the latest updates.*

- Apr. 25-27** * **Aircraft Electronics Association**, Palm Springs, CA. Call (816) 373-6565.
- June 23-25** * **ASA 2002 Annual Conference**, Four Seasons Hotel, Las Vegas, NV. Call (202) 730-0271 for details.
- Aug. 24-27** * **Air Carrier Purchasing Conference**, Wyndham Anatole, Dallas, TX. See www.acpc.com on the web.
- Sept. 10-12** **NBAA Convention**, Orlando, FL. See www.nbaa.org on the web.
- Sept. 23-25** **European Aviation Industry Suppliers Conference**, Toulouse, France. Call (310) 203-9603.
- Oct. 10** * **ASA Workshop: Achieving Improved Practices**, Atlanta, GA. More details will be published soon!
- Oct. 17** * **ASA Workshop: Achieving Improved Practices**, New Jersey/New York. More details soon!
- Oct. 29** * **ASA Workshop: Achieving Improved Practices**, Seattle, WA. More details will be published soon!
- Oct. 31** * **ASA Workshop: Achieving Improved Practices**, Los Angeles, CA. More details published soon!
- Nov. 3-5** **Regional & Corp. Aviation Industry Suppliers Conf.**, Rancho Mirage, CA. Call (310) 203-9603.
- Nov. 19** * **ASA Workshop: Achieving Improved Practices**, Dallas, TX. More details will be published soon!
- Nov. 21** * **ASA Workshop: Achieving Improved Practices**, Chicago, IL. More details will be published soon!
- Dec. 10** * **ASA Workshop: Achieving Improved Practices**, Fort Lauderdale/Miami, FL. More details soon!

Start making plans: the ASA 2002 Annual Conference will be at the Las Vegas Four Seasons again. The hotel sells out every time we hold the meeting there so be sure to register early! You can register on-line now or send in the form from the conference brochure — conference registration packages were just mailed. Watch your mailbox!

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Aviation Suppliers Association

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