



The Update Report

The Aviation Suppliers Association

Volume 10, Issue 6

June 2002

DOCUMENTATION UPDATE

NEW 8130-3 Tag Replaces the Old Version

As of June 1, 2002, persons issuing a FAA Form 8130-3 under government authority must use the revised version introduced last year in FAA Order 8130.21C, *Procedures For Completion And Use Of The Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag*. The order made a number of changes to the 8130-3, but authorized the continued issuance of the November 1993 version of the form for one year after the June 1, 2001 publication date of the order.

Regular readers of the update report will recall that we reported on this issue in the July 2001 issue of the newsletter. The new version includes different text in the certification blocks, and permits users to specify a different cognizant authority other than the United States (JAA guidance already provides for the use of 8130-3 tags under certain circumstances).

Existing Forms

The restriction against the old version of the form applies only to the *issuance* of the old version of the form. Old forms issued by the FAA (or an FAA designee) prior to June 1, 2002 will continue to be valid until the product, part, or appliance for which it was issued is installed. There is no need to re-issue forms solely to replace the old version 8130-3 tags with new version 8130-3 tags.

Designees

Distributors who obtain 8130-3 tags from designees for export or domestic purposes should make sure that the tags obtained as of June 1, 2002 meet the new form criteria. You may wish to maintain a stock of these new forms on hand for the convenience of your local DAR or other FAA representative, in case he or she does not have the right version of the tag with him or her.

Approval for Return to Service

Order 8130.21C is an internal FAA order. Therefore, guidance in that document concerning approval for return to service is not enforceable.

Nonetheless, the FAA has issued guidance concerning the use of the form for approval for return to service. This guidance should be treated as "good ideas," only. Thus, it would be permissible to use one of the old versions of the 8130-3 tag as an approval for return to service document (just as it would be permissible to use a tag that was not an 8130-3). Distributors who receive overhaul tags from repair stations on the old 8130-3 should recognize that such tags are as valid as if they had been made on some other piece of paper, like a yellow tag.

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For their accreditation to the Aviation Suppliers Association's Accreditation Program, and

*Keep watching
<http://www.aviationsuppliers.org> for
the ever-growing list of AC 00-56
accredited distributors*

*This list continues with names of
reaccreditees on Page 2 of this issue*



A Message from ASA's President

Without the support of our sponsors ASA would not be able to provide to the attendees a professional and all inclusive meeting. On behalf of the Board of Directors and ASA Staff, I would like to thank the 2002 sponsors.

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

ASA Annual Meeting

The 2002 Annual Meeting of the Members of the Aviation Suppliers Association will be held in conjunction with the ASA Annual Conference. This is the customary practice for the association.

The Association's annual meeting of the membership will be held at the Four Seasons Hotel in Las Vegas, NV, on Tuesday June 25, 2002 at 7:30 a.m. It will be a breakfast meeting.

If you have any other questions, please call ASA at (202) 730-0270.

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The Update Report

is a monthly newsletter of the Aviation Suppliers Association. Questions/comments should be addressed to:

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jason@aviationsuppliers.org

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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Major Project Status

A number of projects that are important to ASA members appear to be nearing completion.

Three of them: AC 00-56A, the FAR Part 21 overhaul, and the extension of existing policy on 8130-3 tags are all likely to affect distributors.

AC 00-56A

Accredited companies will be pleased to hear that the new revision to the Voluntary Industry Distributor Accreditation Program is expected to be signed in the beginning of June. This advisory circular recommends a voluntary quality assurance system for aircraft parts distributors that is supposed to help maintain the safe and demonstrably airworthy condition of such parts. Known as Advisory Circular 00-56A, the revision is expected to resolve a variety of issues and difficult questions that have faced accredited distributors.

ASA expects to announce the issuance of the new revision at the ASA Annual Conference, where 00-56 expert and FAA National Resource Specialist Al Michaels will be speaking.

Manufacturing Regulations

Many companies in the aviation industry have been waiting a long time for the FAA's overhaul of the manufacturing regulations found in Part 21 of the FAA's regulations. These changes are expected to affect distributors in a number of ways.

The rulemaking activity has moved about as slowly as any rulemaking activity could. After seven years in the ARAC environment, it was submitted to the FAA in 1999.

Now, however, FAA Associate Administrator Nick Sabatini has an-

nounced that he will seek "A" list priority for this project. Sabatini's initial period as Associate Administrator has been marked by a refreshing "get it done" attitude that has resulted in higher levels of productivity from FAA headquarters.

"A" list rulemaking activities are those for which legal, economic and rulemaking resources will be made available (without these resources, a proposed new rule simply will not move forward). "A" list rulemaking activities are the only significant rulemaking activities that are likely to be scheduled to move forward in the near future. By moving the manufacturing rules to the "A" List, Sabatini is sending a message that resources will be committed to complete the project.

The effects of this rulemaking are expected to include changes in the way traceability documentation is handled and issued. The proposed rule is likely to require approved manufacturers to issue 8130-3 tags as "birth records" for certain aircraft parts. This will make it easier for distributors to provide the documentation for newer parts. It will also likely increase the industry's demand for the 8130-3, leading to a greater impetus to obtain 8130-3 tags for older parts that were not 'tagged' upon birth.

The regulatory overhaul is also expected to change the regulations that affect quality systems for aircraft replacement and modification parts (possibly making PMA and TSOA parts more easily marketable). Such parts would more explicitly be required to comply with the same regulations as those that apply to the type certificate/ production certificate holders who manufacture complete aircraft, engines and propellers.

There may be small aspects of this

rulemaking activity that are not positive. ASA filed a dissenting opinion on the ARAC proposal in 1999 in which ASA proposed an alternative definition for commercial parts, because the proposed definition was contrary to industry practice and was likely to have an adverse effect on safety rather than a positive one. Nonetheless, the rule making package as a whole is likely to reflect some useful changes that will make it easier for distributors to meet the documentation concerns of the customers.

8130-3

ASA appears to have met with success in its efforts to extend the delegated authority currently enjoyed under Notice 8130.70.

Notice 8130.70 explains the process by which maintenance and manufacturing DARs (designated airworthiness representatives) issue 8130-3 tags for demonstrably airworthy aircraft parts that meet the criteria outlined in the Notice. It was issued to clarify the proposition that properly authorized DARs may issue 8130-3 tags to record airworthiness determinations for parts bound for domestic users, as well as those bound for international use.

Notice 8130.70 has permitted accredited distributors to obtain 8130-3 tags for their inventory in order to meet the customers' needs, which has had a positive effect on safety through increased traceability and improved human factors.

The FAA intends to issue a Notice 8130.71 which will bear instructions identical to those found in Notice 8130.70. ASA expects this to be issued on or about June 15, so next month's issue is likely to cover this in greater detail.

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DOT Seeks Public Input on Hazmat Issues

The Department of Transportation and its Research and Special Programs Administration (RSPA) are seeking public comment on a number of hazmat issues, to include standards for civil penalty actions, and international harmonization efforts, and a proposed rule on transporting lithium batteries. Companies that ship or receive hazardous materials should not miss these opportunities to make their voices heard.

“Knowledge” of Hazmat Violations

DOT plans to hold a public meeting in Washington, DC to discuss the issue of when a person can be deemed to have knowledge of a violation of the Hazardous Materials Regulations for the purpose of civil enforcement actions. Federal hazardous material transportation laws allow the DOT to assess a civil penalty against any person who “knowingly violates” the Hazardous Material Regulations (HMR). The law considers a person to act “knowingly” when (1) the person has actual knowledge of the facts giving rise to the violation; or (2) a reasonable person acting in the circumstances and exercising reasonable care would have that knowledge.

The second part of this definition describes so-called “constructive knowledge,” an issue that results in considerable uncertainty among businesses that ship or transport hazmats. Often, considerable care is necessary to avoid being penalized for not catching the mistakes of others. In a few cases, distributors have been assessed civil penalties when they have received improperly marked goods from a manufacturer or other supplier, and

then relied on those incorrect markings when shipping those goods to their customers with packaging and documentation that either misidentifies or fails to identify the hazmat status of the goods. Carriers and other businesses have repeatedly pressed DOT and RSPA to provide more guidance on the specific criteria a “reasonable person” should apply when looking for potentially hidden or mischaracterized hazmat shipments.

DOT will hold a public meeting on June 19, 2002 to hear industry’s views on the issue. Specifically, the meeting will focus on the indicia or readily apparent facts that would indicate the potential presence of hazardous materials to a reasonable person and the actions that a reasonable person should take in response to those indicia or facts. The meeting will take place at the DOT building in Washington DC from 9 a.m. to 4 p.m. DOT is also accepting written comments through July 19, 2002.

DOT is particularly interested in comments in four areas:

1. The responsibilities of an offeror of a hazardous material to properly classify the material, package the material, mark and label packagings, outside containers, and overpacks, describe the material on a shipping paper, and provide placards to a carrier.
2. The responsibilities of a carrier when it accepts any shipment to review documentation that accompanies the shipment and inspect the packagings, outside containers, or overpacks to determine (a) whether a hazardous

material is present, and (b) when a hazardous material is present, whether it is properly packaged, marked, labeled, placarded, and described on a shipping paper.

3. When a reasonable person should have constructive knowledge of the potential presence of a hazardous material based on information that is readily apparent from: (a) Documentation that accompanies a shipment, (b) markings, labels, or placards on packagings, outside containers, or overpacks, and (c) the condition of the packagings, outside containers, or overpacks themselves.

4. Methods used to train personnel who prepare materials for shipment or accept shipments for transportation to recognize the potential presence of a hazardous material based on information that is readily apparent.

For further details on how to register to attend the meeting and/or submit comments, call ASA or consult the Federal Register announcement (see below for URL citation “Federal Register Notice 1”).

Coordination with the UN

RSPA also plans to hold two public meetings in connection with its participation in the 21st session of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods (UNSCOE), which will take place on July 1-10, 2002 in Geneva, Switzerland. The meetings will take place at DOT headquarters in Washington DC.

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Haz Mat in the Federal Register

Federal Register Notice 1: http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=2002_register&docid=fr09ap02-104
Federal Register Notice 2: http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=2002_register&docid=fr30ap02-127
Federal Register Notice 3: http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=2002_register&docid=fr02ap02-29

OIG Issues Semi-Annual Report to Congress

The Department of Transportation Office of the Inspector General (OIG) has released its semi-annual report to the Congress summarizing its achievements during the period from April 1 to September 30, 2001 and plans for the months ahead. Not surprisingly, aviation security in one form or another has become a primary emphasis for the OIG, with over 20 percent of its personnel involved in evaluating current levels of security and assisting in the establishment of the new Transportation Security Administration.

OIG's efforts have focused largely on airport security. One measure that could affect some ASA members was an OIG recommendation that air cargo controls be tightened, particu-

larly the process for certifying freight forwarders and assessing their compliance with security requirements. As a result, the FAA no longer allows air carriers to accept cargo from unknown shippers and has stiffened the requirements for becoming a known shipper. ASA members using established shipping companies should be unaffected.

Other ongoing aviation-related projects include:

Assessing FAA's Weather and Radar Processor programs with respect to cost, schedule, and performance.

Examining how FAA will use the systems to lessen the effects of bad weather and improve air traf-

fic flow.

Assessing FAA's progress in implementing the Air Transportation Oversight System and identify barriers to implementation.

Evaluating the development and deployment of the Local Area Augmentation System, including program cost and schedule.

Evaluating FAA's Free Flight Phase 1 (FFP1) initiative with emphasis on cost, schedule, human factors, and software development. In addition, OIG is evaluating plans for expanding the FFP1 effort (and other technologies planned for implementa-

(Continued on page 72)

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Tracer Corporation; Unical Aviation; Volvo Aero
Services LP

CONFERENCE AGENDA

Monday Morning General Session

**Keynote Presentation by John Goglia, NTSB
Government Affairs Round-up**
Jason Dickstein, ASA
The New 145 – Are You Ready?
Sarah MacLeod, ARSA
Life Limited Parts
Marshall Filler, Filler & Weller, PC

Monday Afternoon Workshops (You may attend 2)

**The Corrective Action (Learning from our
Mistakes)–Richard Mills, Empire Airlines**
Sh! Sh! Secrets Behind an Effective Internal Audit
Jason Lewis, ASA
Protecting Your Profits – Jason Dickstein, ASA
Military Contracts Market
Glenn Baer, ARINC & Edward Reynolds, ARINC
An Update From the FAA
Ken Reilly, FAA & Al Michaels, FAA
**Aviation Investigations: Protecting Your
Business – Harry Schaefer, US DOT OIG**

Tuesday Morning Workshops (You may attend 2)

**Financial Cost of Poor Quality - Amy Cochis, Pratt &
Whitney SMMO & Jeff Fiscus, Pratt & Whitney SMMO**
The Importance of Distributor Accreditation
Jason Lewis, ASA
Ground Support Equipment Market
Michelle Garetson, GSE Today
Regional Airline Market - Debby McElroy, RAA
ILSmart.com - Jim Sdoia, ILS
Making the Digital Transition
Steve Peterson, Continental DataGraphics
Valuations - The Appraisers Perspective
Ed Lindquist, Morten Beyer & Agnew

Tuesday Afternoon General Session

Airline Economics Roy Resto, Tracer Corp.
Export-Import - Jason Dickstein, ASA
Post 9/11 - For Every Action There Is A Reaction –
Bob Agnew, Morten Beyer & Agnew
Industry Discussion–Back by popular demand.

*This is a partial agenda.
For the full agenda and registration form,
visit ASA's web site or call and ask the Association
to mail/fax the full conference agenda.*

PLEASE EITHER ATTACH A BUSINESS CARD, TYPE OR PRINT CLEARLY

COMPLETE ALL SECTIONS

Name: _____ Badge First Name: _____

Company: _____

Address: _____

City/State/Postal/Country: _____

Phone: _____ Fax: _____

CONFERENCE SCHEDULE

Saturday, June 22, 2001	3:00 PM – 6:30 PM	Registration
Sunday, June 23, 2001	6:30 AM – 9:00 PM	*Golf, Registration, Welcome Dinner
Monday, June 24, 2001	6:30 AM – 9:30 PM	Registration, Breakfast, Exhibits, Conference, AM/PM Break, Lunch, Exhibits, Workshops, Reception & Dinner Banquet
Tuesday, June 25, 2001	7:30 AM – 4:15 PM	Member's Only Breakfast Meeting, Exhibits, Workshops AM/PM Break, Lunch, Exhibits, General Session

(*All events except Golf are at The Four Seasons)

WORKSHOP SCHEDULE

<u>Monday – June 24, 2002</u>	<u>Tuesday – June 25, 2002</u>
PM SESSION ONLY (90 minutes)	AM SESSION ONLY (60 minutes)
2:00 PM – 3:30 PM	9:00 AM – 10:00 AM
4:00 PM – 5:30 PM	10:30 AM – 11:30 AM

Circle 2 Workshops

- (A) The Corrective Action
- (B) Secrets behind An Internal Audit
- (C) Protecting Your Profits
- (D) Military Contracts
- (E) Updates From the FAA
- (F) Aviation Investigations

Circle 2 Workshops

- (G) Financial Cost of Poor Quality
- (H) Importance of Distributor Accreditation
- (I) Ground Support Equipment
- (J) Regional Airline Market
- (K) ILSmart.com
- (L) Making the Transition to Digital Data
- (M) Valuations -The Appraisers Perspective

SPOUSE/COMPANION? Guest name: _____

Sunday and Monday evening social events are included in Spouse/Companion registration fee. (A Spouse/Companion is one who does not work for the company whose representative is attending the ASA conference.)

Interested in exhibiting, contact ASA. For information on children's activities, special rates for air carrier and government personnel, contact ASA.

PHOTOCOPY THIS FORM FOR ADD'L REGISTRANTS. MAINTAIN A COPY FOR YOUR RECORDS. CONFIRMATIONS WILL BE FAXED TO REGISTRANTS.

CANCELLATION POLICY - All conference cancellations must be received in writing. Cancellations before May 24, 2002 will be charged a \$75.00 service fee. There will be no refund for cancellations received on or after May 24, 2002. There will be no refund for golf tournament cancellations by registrants. If the golf tournament is cancelled by the golf course a percentage of the golf fee will be refunded.

Mail Completed Form Along With Payment To:

**Aviation Suppliers Assn.
1707 H Street, NW
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Washington, DC 20006**

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Payments – Pre-Conference

Member.....	\$545
Additional person from member company.....	\$475
Non-Member.....	\$645
Additional person from non-member company.....	\$575
Spouse/Companion.....	\$100
Golf Tournament.....	\$100

Payments – On-Site (after June 12, 2002)

Member.....	\$595
Additional person from member company.....	\$525
Non-Member.....	\$695
Additional person from non-member company.....	\$625
Spouse/Companion.....	\$150
Golf Tournament.....	\$100

Total enclosed: _____

MC/Visa AMEX

Credit Card Number/Exp Date

Card Holder Signature

Hazmat Rule Changes in the Works

(Continued from page 67)

The primary purpose of the first public meeting, scheduled for June 18, 2002 from 1:00 to 3:30 p.m., will be to prepare for the UNSCOE session and to discuss U.S. positions on UNSCOE proposals. The second meeting, scheduled for July 24, 2002 from 9:30 a.m. to 12:30 p.m., will provide a briefing on the outcome of the UNSCOE session.

Topics to be covered during the public meetings include: (1) criteria for Environmentally Hazardous Substances, (2) requirements for the transport of solids in bulk containers including portable tanks, (3) harmonized requirements for compressed gas cylinders, (4) classification of individual substances, (5) requirements

for packagings used to transport hazardous materials, including a U.S. proposal to require a vibration test, (6) requirements for infectious substances and genetically modified micro-organisms, (7) hazard communication requirements including the comprehensibility for the proposed Globally Harmonized System labels, (8) emergency response requirements, and (9) requirements applicable to small quantities of hazardous materials in transport (consumer commodities).

For further details on how to register to attend the meeting and/or submit comments, call ASA or consult the Federal Register announcement (see page 67 for URL citation "Federal Register Notice 2").

Proposed Rule on Lithium Batteries

As mentioned in last month's issue of the Update Report, businesses that ship or receive lithium batteries have an opportunity to comment on proposed revisions to the regulations governing lithium batteries. These batteries are found in a variety of electronic devices and components. The proposed amendments would revise packaging test methods for all lithium batteries, eliminate the 49 C.F.R. 173.185(c) exemption for batteries with over 25 grams of lithium, and establish additional testing and marking requirements for small batteries. RSPA is accepting comments through June 14, 2002. Further details can be found in the Federal Register notice (see page 67 for URL citation "Federal Register Notice 3").

HAZMAT UPDATE

Shipping O₂ Generators Properly to Avoid \$250,000 Fines

The FAA takes the transportation of chemical oxygen generators very seriously. American Airlines recently received a costly reminder of this fact when employees at its maintenance and engineering center in Tulsa, Oklahoma discovered that some of their colleagues in New York had shipped them an oxygen generator via Federal Express. The package containing the generator was not properly classed, described, packed, marked, labeled and in condition for shipment when it was offered to FedEx on August 21, 2001. The FAA has proposed assessing a \$247,500 civil penalty against the airline.

In addition to the packaging and marking violations, the FAA found that American failed to provide response information and failed to en-

sure that each of its hazmat employees was properly trained. Failure to train is a persistent charge in hazmat cases, yet it is one of the easiest to address (ASA training is one option to meet the DOT and international requirements for training).

Shipping Oxygen Generators

A chemical oxygen generator is classified as hazardous material. The Hazardous Material Regulations classify chemical oxygen generators as a class 5.1 oxidizer hazard and impose numerous restrictions on transporting them by air. Chemical oxygen generators may not be transported on passenger aircraft. Even in permissible modes of transportation, like cargo aircraft, a chemical oxygen generator may only be offered for transportation

under an explicit approval from the Associate Administrator for Hazardous Materials Safety.

Many people in our industry ship hazardous materials under the IATA Dangerous Goods Regulations (DGR). The DGR is a field manual for the ICAO technical instructions, and the ICAO technical instructions represent a permissible shipping alternative under the U.S. regulations. Those who follow IATA, though, must be careful that they do not violate US regulations in following the IATA guidance. Although the most recent edition of the IATA Dangerous Goods Regulations appear to be in compliance, users should carefully examine the comparable U.S. regulations. Some IATA users appear to

(Continued on page 72)

OIG Priorities

(Continued from page 68)

tion) during the 2003 to 2005 time frame, and the interface between Free Flight technologies and other modernization efforts.

Determining the effectiveness of FAA's oversight of air carriers' Continuing Analysis and Surveillance Systems use to monitor the effectiveness of aircraft maintenance and inspection programs.

Aviation safety investigations and prosecutions remain an important part of OIG's mission. During the five-month period from April through September 2001, for example, the OIG reported 126 ongoing aviation safety investigations, 24% of all OIG investigations. A number of investigations have resulted in prosecutions, primarily for falsification of FAA documents and hazmat violations.

HAZMAT UPDATE

(Continued from page 71)

misinterpret the guidance of IATA Special Provisions. These restrictions are more complex than many people realize if they simply read the IATA text alone. They require "competent authority approval" – and in the U.S. this means an explicit approval letter from the U.S. government.

Requests for approvals for shipping chemical oxygen generators are addressed to Tina Whitney, Manager, Approvals Office, Research and Special Programs Administration, Department of Transportation, 400 Seventh Street, SW, Washington, DC 20590. The fax number for her office is (202) 366-3308. Questions about approvals may be directed to (202) 366-4512.

Recent Indictments

On April 3, 2002, Amanulla Khan, a.k.a. "Wali Merchant," and Ziad Jamil Gammoh, a.k.a. "Al Gammoh," were indicted by a Federal grand jury on one count of conspiracy and nine counts of misrepresenting material facts regarding sale of aircraft parts.

Khan and Gammoh operated a company called United Aircraft & Electronics (UAE), Anaheim, CA. They are accused of making false represen-

tations to various civilian and military customers related to a variety of aircraft components. The alleged misrepresentations are supposed to have included the following: selling used parts while representing the parts to be newly-manufactured; selling used or surplus parts and supplying UAE's customers with altered and/or counterfeit certificates of conformance; intentionally selling inferior or non-conforming parts; and misrepresenting to UAE's customers claims about the company's manufacturing and quality assurance capabilities.

If convicted of conspiracy, Khan and Gammoh each face fines of up to \$250,000 and 5 years in prison. If convicted of violating the Aircraft Safety Act of 2000, Khan and Gammoh each face fines of up to \$500,000 and prison terms up to 15 years for each count.

ASA members will benefit from their own private report from the OIG at the ASA Annual Conference from June 23-25, 2002. OIG Special Agent in Charge of Field Operations Harry Schaefer will be back once again to present his popular workshop discussing recent investigations and enforcement actions and explaining how businesses can avoid becoming another OIG statistic.

How to Ship O₂ Generators Properly

On average, a well-crafted application for an approval should take about two weeks to be granted.

The approvals generally specify required packaging and include special shipping provisions. For example, if the generator is shipped together with its means of initiation, it must incorporate at least two positive means of preventing unintentional activation, like a pin and a cap. The shipper must maintain a copy of the approval at each facility where the generator is packaged, and the approval number must be marked on the outside of the package. There are a variety of communications regulations that also apply, like labeling, marking, and shipping paper requirements.

The 1996 ValuJet crash brought the dangers of chemical oxygen generators to everyone's attention, and they remain a sensitive issue with the FAA and on Capitol Hill as well. One bill proposed (but not passed) during the last session of Congress would have imposed a mandatory minimum civil penalty of one million dollars for the shipment of a chemical oxygen generator on a passenger aircraft.

Businesses will have several opportunities to protect themselves against similar mistakes by sending their employees to one of ASA's hazmat seminars. ASA will announce the dates and locations of its 2002 hazmat training series after the June Conference—look for us in a city near you!

In The Starting Blocks...

It is an old adage in Washington that every year is an election year. Like investors who check their portfolios every day, the political classes inside the Beltway keep a keen eye on the relative standings of the two major parties in the public opinion. So it is no surprise that the 2004 presidential elections are already the topic of considerable speculation around town.

Some recently released poll results have added grist to the mill. And not just any poll, mind you – the “Super Poll”. The Super Poll queries Democratic voters in Iowa and New Hampshire, based on the observation over the last few decades that averaging the results of the Iowa caucus and the New Hampshire primary yields the best overall indicator of who will ultimately win the Democratic nomination (Bill Clinton’s selection in 1992 being the only surprise result). The Super Poll was conducted February 26-28 on behalf of InsiderAdvantage.com, a political and governmental news service.

And the winner is... Al Gore. The poll found that Gore enjoys solid support amongst dedicated Democratic voters, despite weight gains, fluctuations in facial hair, and an extended period outside the political limelight. The poll results indicated that a sub-

stantial number of Democratic voters look forward to a rematch between Gore and Bush.

The news was not as good for other leading Democrats, who trailed far behind Gore’s 35 percent returns. The other contenders were Dick Gephardt, with 11 percent; John Kerry, 11 percent; Hillary Clinton, 10 percent; Joe Lieberman, 9 percent; Tom Daschle, 8 percent; and John Edwards, 2 percent. The gap is significant enough for most of the other would-be candidates to recognize that gaining ground against Gore could most likely only be achieved by means of an aggressive and fairly negative campaign. Senator Clinton’s poor showing in particular surprised some observers, given her high degree of name recognition, perhaps demonstrating that name recognition can cut both ways.

Yet the Super Poll also revealed that any Gore-Bush rematch is bound to be a difficult one for Al Gore. Perhaps the most surprising result was the discovery of a very sizable contingent of “Bush Democrats.” 36% of Super Poll respondents said they were “very likely” or “somewhat likely” to vote for Bush, despite other poll results indicating that concerns about the economy far outweighed worries

about physical safety and the war on terrorism. These numbers were unprecedented among traditionally faithful Democratic voters, and suggest that cross-party support for Bush may dwarf the turnout of “Reagan Democrats” in the 1984 election.

In politics, two years is a long time. These poll results may well prove to be worth no more than the .pdf paper they are printed on. Bush’s continued popularity will depend largely on improvements in the economy and the success of his responses to the terrorist challenge. Gore, for his part, must make his intentions clear before other Democratic challengers start to build enough grassroots support to mount a credible challenge. The picture is further complicated by what appear to be a number of very close races during the mid-term congressional elections, where the president’s popularity does not appear to have carried over to other Republican candidates.

Yet as early as the Super Poll may seem, the next few months will be crucial in determining who makes the commitment to run and identifying the issues on which they will focus. The race is about to begin in earnest, whether the contestants admit it yet or not. In a way, it’s nice to know some things never change.

DOCUMENTATION UPDATE

The New 8130-3 is Available

(Continued from page 63)

Remember, there is often a difference between what is permissible, and what represents good business practice. If your customers insist on receiving the “new” version of the 8130-3 tag, then commercial practices may dictate that you demand the same of your business partners as a condi-

tion of your own incoming inspection process.

The June 2001 version of the 8130-3 can be downloaded directly from the FAA web site at <http://www.faa.gov/certification/aircraft/8130-3.pdf>. Alternatively, the form can be ordered through traditional channels by con-

tacting the FAA Logistics Center, AML-6000, P.O. Box 25082, Oklahoma City, OK 73125, telephone (405) 954-3755. Callers can also contact the Priority Desk at (405) 954-4088. The stock number for the Form 8130-3 is 0052-00-012-9005.

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.*

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| 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 Conventi on , 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! |

It is not too late to make your plans: the ASA 2002 Annual Conference will be at the Las Vegas Four Seasons June 23-25. This year's conference will feature workshops on how to break into new markets, and how to collect in your old markets. Several new FAA initiatives will also be announced. Call ASA at (202) 730-0270 if you have not yet registered for the Conference.

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Aviation Suppliers Association

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