



The Update Report

The Aviation Suppliers Association

Volume 10, Issue 8

August 2002

DOCUMENTATION UPDATE

Using the 8130-3 for New Parts from a 145

Recently, an ASA member who holds a repair station certificate asked whether it is possible for an FAA approved repair station to issue an FAA 8130-3 tag for a new expendable item. The repair station's question was complicated by two factors: 1) the repair station is located outside the United States, and 2) the expendable parts were received from a non-U.S. air carrier. The ASA member also asked what it should place in the block twelve "status/work" space.

Despite the two complicating factors, the short answer to the question was "yes," it is possible for an FAA approved repair station to issue an FAA 8130-3 tag for a new expendable item (and not just expendables, either). As we will see from an analysis of FAA guidance, the location of the repair station and the immediate source of the part are not necessarily going to restrict the repair station's privileges with respect to the 8130-3 tag, although each of these factors may affect the repair station's privileges under some circumstances.

Like any process of issuing documentation, there are some restrictions on when a repair station may issue an 8130-3.

FAA Order 8130.21C paragraph 11(c) permits a repair station with an appropriate quality system to tag new parts with an 8130-3 tag. An appropriate

quality system is one that includes the following elements:

- (a) Traceability to an FAA-approved source of manufacture of new parts. This could be in the form of invoices or other documentation, or it could be in the form of marking on the parts (e.g. PMA markings or TSOA markings). An audit trail can also be useful to establish traceability.
- (b) A system for monitoring the current status of the part in relation to shelf life and AD compliance. The FAA guidance makes it clear that if your system includes functional testing on new parts to assure their continued quality or airworthiness, then the functional tests must be performed in accordance with the requirements of Part 43.
- (c) Provisions for the retention of all records that may be necessary as part of the airworthiness documentation required by Part 21, 43, 91, 121, 135, or 145 for approval for return to service.
- (d) Provisions for documentation that clearly states the process used to determine airworthiness of the new part, such as reference to invoices or manufacturer's

(Continued on page 91)

Inside this Issue:

Opportunities in Russia	89
Capitol Hill Update	89
New Chair on Cong. Comm.	92
Use of Logos	94
UPN: Life Rafts	95
UPN: Renzco	96
UPN: Honeywell Stolen Parts	98

Congratulations to:

Aviation Airmotive, Inc.
Miami, FL

Cirrus Aviation, Inc.
Bergenfield, NJ

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

Cardinal Aerospace, Inc.
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Delta Int'l Technology, Inc.
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Jet International Company LLC
Glenview, IL

Norcross Air, Inc.
Portsmouth, NH

Prime Air, Inc.
Morton Grove, IL & Coconut Creek, FL

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



A Message from ASA's President

One of the worst kept secrets in Washington is that the next Administrator of the FAA will be NTSB Chair Marion Blakey. Her name is expected to be submitted to the Senate for confirmation as soon as Jane Garvey's term ends as current FAA Administrator.

Ordinarily, the change in leadership at the FAA would be considered to reflect a tremendous news item. The new Administrator would be expected to bring a new agenda and a new approach to everyone's shared goal of aviation safety. The new Administrator, though, will have her work cut out for her in addressing an aviation industry that is going through such major changes that the change of FAA Administrator pales in comparison.

Industry bankruptcies, new business paradigms, new security initiatives, questions concerning jurisdiction with the birth of the Transportation Safety Administration, questions concerning adequacy of regional coverage as aviation remakes itself to be leaner, meaner and more economically efficient ... all of these will keep the new Administrator on her toes.

Industry bankruptcies are on everyone's minds. Even if your company is perfectly solvent, you have to worry about the primary and secondary effects of major party bankruptcies. Every time an air carrier seeks the protection of the bankruptcy court, the ASA members who were that air carrier's creditors are affected. In addition, though, many distributors feel a secondary effect even when they never did business with that carrier. This is because of the significant interconnection of our industry. While you may not have done business with air carrier X, your business partners may have done business with air carrier X. When air carrier X declares bankruptcy, your business partners are affected, and in turn they may be unable to pay you what they owe you as a consequence of the impact on their cash flow.

So we are all in this together. ASA has written several articles and gave presentations regarding creditor rights. If you have not already reviewed your contract terms now is the time. You want to be able to protect your rights/cash flow if an air carrier or industry company files for bankruptcy protection. ASA maintains past copies of The Update Report on the website.

We have rewritten ASA's contract for Accreditation (ASAAP). The new contract is for 36 months, with no price increase for companies seeking reaccreditation for the extra 12-month term. ASA has also revised ASA-100. Copies of these documents are available on the website.

The Board of Directors has selected The Ritz Carlton Naples Florida as the site of our 2003 annual conference. The conference will also celebrate ASA's 10-year anniversary and the 100-year anniversary of powered flight. ASA welcomes any persons interested in assisting with the conference planning.

Best Regards,

Michele Dickstein

Board of Directors:	
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M & M Aerospace Hardware, Inc.	
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Mike Molli	847-836-3100
Scandinavian Airlines System	
Roy Resto	414-875-1234
Tracer Corporation	
Mitch Weinberg	305-685-5511
International Aircraft Associates, Inc.	

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

Jason Dickstein
Aviation Suppliers Association
1707 H Street, NW, Suite 701
Washington, DC 20006
voice: (202) 730-0272
fax: (202) 730-0274
email:
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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Officers:	
Karen Borgnes	253-395-9535
Corporate Treasurer	
Jason Dickstein	202-730-0270
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Michele Dickstein	202-730-0270
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Ilin Airlines Seeks Rotorcraft; Partners

ASA members with access to Bell 206 helicopters could make their next sale to Ilin Airlines in the Sakha Republic. Ilin Airlines is seeking two “used or rebuilt helicopters, nonmilitary, of an unladen weight exceeding 2,000 kg.”

Air Service History

Part of the Russian Federation, the Sakha Republic occupies Northern Siberia. Historically it was known as a rich source of gold, but gold deposits were largely depleted in the 1950s. It is still an important source of diamonds and natural gas.

Like many Russian Far East regions, Sakha consists of one central city (Yakutsk) and a large number of outlying smaller cities, villages, and factories. Prior to 1991, Aeroflot connected Yakutsk to these cities with a large number of low-cost, heavily subsidized, local flights. When Aeroflot broke up, it divided its local aircraft among a large number of regional airlines (called “baby fleets”). These “baby fleets” were expected to operate – as best they could – at a profit and to continue to provide local service. One of the first services to

go were the small, highly unprofitable “commuter aviation” flights between Yakutsk and its outlying cities.

Sakha has two airports: a modern one serving “international” flights (which means flights outside Sakha) and the Magan airport - an older, small one providing intra-Sakha transport. While in 1985, the northern port of Tiksi might have been linked to Yakutsk by daily flights, now it is possible to reach Tiksi only once a week – on a flight that might be postponed for a week if there are not enough passengers.

The result of this sharp reduction in air service has been the virtual closure of most of Sakha’s outlying cities to visitors, with a resulting increase in local prices and economic and cultural isolation.

The interruption of local air service in southern parts of the Russian Far East had led to substantial inconvenience. Komsomolsk-on-Amur, the manufacturing center of the Russian Far East, is now only accessible through 7-hour drive or 11-hour train ride. In Sakha (as well as other northern regions),

(Continued on page 92)

Aviation Laws

No matter what happens to the economy, there is always one career path that will never be downsized: politicians. In recent months, members of Congress has remained steadily focused on a variety of issues bound to affect ASA members.

The congressional subcommittees dedicated to aviation issues have largely been focusing on aviation security issues in recent months. The House Aviation Subcommittee, chaired by Rep. John Mica (R-Fla.), held a hearing on aviation security issues on July 23rd. Secretary of Transportation Norman Mineta announced at that hearing that the Transportation Security Administration (TSA) would be unable to meet most of the targets that Congress established for improving airport security, owing to inadequate funding and inflexible deadlines. Mineta predicted that security bottlenecks at airports would cause delays later in the year unless Congress either offered more funding or relaxed some deadlines. Faced with increasing cost overruns and demands for more personnel, Rep. Mica has expressed growing concern that Congress has

(Continued on page 91)

ASA Board Elections Call for Nominees

The Aviation Suppliers Association is now accepting nominations for candidates for the ASA Board of Directors. Directors serve a two year term. They attend four Board meetings per year and they pay their own expenses. Candidates should have significant business experience and be willing to share that business experience with a not-for-profit trade association. Other helpful experience includes a financial background, an understanding of the aftermarket parts marketplace, and an understanding of how to run an international business that maintains significant government contact.

Three positions on the Board will be up for election this year.

Please submit candidate names not later than August 9, 2002. Send nominations by fax to (202) 730-0274 or by email to michele@aviationsuppliers.org.

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8130-3 for New Parts

(Continued from page 87)

maintenance manuals, etc. This is the documentation that would be required under 14 C.F.R. § 43.9 – the description of work performed would be written in the remarks section of block 13. In the alternative, the description could be in another document that is referenced by the text of block 13. We recommend that a repair station using this procedure should specify the process for confirming new status and specifically reference the documents and/or test results upon which it relies. The FAA guidance suggests that when a new, unused parts has been removed from a type-certificated product, the documentation should identify the product by type and serial number or equivalent.

When using this procedure, a repair station would write either "inspected" or "new" in block 12. There is not yet a clear consensus on which term to use and different FAA offices have disagreed on which of these two is appropriate. Either would be accurate, and FAA headquarters has orally endorsed use of the term "new" in block 12 under these circumstances. We recommend that you work with your Principal Maintenance Inspector [PMI] to determine which is preferred by your local office. Asking your PMI to provide a statement of preference in writing, or to approve/accept a process specification or manual insertion that specifies the language to use in block 12 will go a long way toward helping to protect your company's interests in the event that a change in management or personnel alters the office's opinion about the correct term to use in block 12.

Aviation Laws

"created a monster" in setting up the TSA.

In June, the House subcommittee approved a bill that allowed pilots to be deputized as "Federal Flight Deck Officers" authorized to carry firearms in the cockpit. The bill was approved by the full House in July, and is currently awaiting consideration in the Senate. Although the Bush Administration initially opposed the idea of arming pilots, the bill's strong performance in the House has led Secretary Mineta to ask the new TSA Administrator, retired Coast Guard Adm. James Loy, to re-examine the issue.

The Senate Committee on Commerce, Science, and Transportation, chaired by Sen. Ernest Hollings (D-S.C.) also held a hearing in July focusing on a variety of aviation security issues, such as transition challenges, the deployment of baggage screening equipment, cockpit security measures, and air-cargo security. Sen. Hollings expressed his opposition to arming pilots, saying that the best way to protect the cockpit is to ensure it is securely locked while in flight.

The House has also held hearings in recent months concerning FAA oversight over air carrier maintenance programs, and expanding airport capacity in the Chicago area. In April, the subcommittee approved legislation proposed nearly a year earlier that makes Airport Improvement Program funds available to build control towers at small airports. The full House passed the bill in June. Another airport-related bill passed by the House is the Airport Streamlining Approval Process Act (ASAP), which is aimed at speeding up the federal approval process for airport expansion projects. Both bills are currently awaiting consideration by the Senate.



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Doing Business with Siberia

(Continued from page 89)

the service interruption is far more serious as there is often no way but air to reach these distant cities.

In order to make modern commerce possible in this region, it is necessary to rebuild an effective aviation infrastructure. This is where Ilin Airlines comes in.

Ilin Airlines

Ilin Airlines is a commuter carrier. It was established in 1999 with four An-2 biplanes (the An-2 'Colt' was Antonov's post-war "do anything, go anywhere" aircraft and was first

flown in 1947). The An-2 is a very stable aircraft with a low stall speed and a short runway requirement. It can carry 12 adults and two children in the typical passenger configuration. These ancient planes were quickly booked solid and Ilin had to immediately consider expansion plans.

Ilin is not the only air carrier in the region. Neryungri, Sakha's second largest city, plays host to another successful operator known as Delta-Ka. According to the U.S. Department of Commerce, Delta-Ka may soon be prepared to lease small Western aircraft to begin regular flights to neighboring cities like Kha-

barovsk and Blagoveschensk.

Ilin's current expansion plans involve Bell 206 helicopters. Ilin Airlines is seeking two of these in used or rebuilt condition, configured for nonmilitary use. The most important factors to Ilin are price and quality, but terms of delivery and technical data are also important factors to address in a proposal. Ilin is willing to work with distributors (many companies want to work directly with manufacturers). Ilin will accept responses in English, and is interested in developing long-term relationships with Western distributors.

(Continued on page 93)

CAPITOL HILL UPDATE

Aviation Subcommittee Appoints New Vice Chair

Transportation Committee Chairman Don Young (R-Alaska) has named Representative Robin Hayes (R-NC) as the new Vice Chairman of the House Subcommittee on Aviation. Hayes replaces former Vice Chairman John Cooksey (R-LA) who resigned from the Committee earlier this year. The Chairman of the Subcommittee is U.S. Rep. John Mica (R-FL).

The Subcommittee on Aviation, which has 46 members, has jurisdiction over all aspects of civil aviation, including aviation security, the newly-created Transportation Security Administration, safety, infrastructure, labor, competition, customer service, and international issues. This jurisdiction includes all aspects of the FAA except for research activities, which are within the jurisdiction of the Science Committee. In conversations last year with ASA, Chairman Mica has also noted parts as an area of concern.

In addition, the Subcommittee has jurisdiction over the National Transportation Safety Board. Although the NTSB jurisdiction is shared with the other transportation subcommittees, the Aviation Subcommittee has traditionally taken the lead on this issue. Other areas of the Subcommittee's jurisdiction include the essential air service program and the war risk insurance program.

Rep. Hayes, now in his second term in Congress, has been a licensed pilot for more than 30 years. He holds a Commercial Pilot's license and is a member of the Aircraft Owners and Pilots Association.

"Representative Hayes has an extensive history with the aviation industry and he brings a wealth of knowledge and common sense on aviation issues in his new role as Vice-Chairman of the Aviation Subcommittee," said Chairman Young. "Hayes has been a

tireless advocate for community airports, recognizing the important role that they play in their local economies. Subcommittee Chairman Mica and I fully intend to rely on his expertise as we move forward in addressing our nation's aviation issues."

"The aviation industry is facing a number of new challenges in the wake of 9/11," Hayes recently said. "Aviation impacts my top two priorities for this session of Congress - economic security and national security. Local airports play an important role in our local economies in the 8th District of North Carolina and across the nation. Good transportation infrastructure is critical to good economic development. Additionally, we have made strong progress toward improving aviation safety and security. We must continue this progress. I look forward to working in a leadership role on aviation issues."

Doing Business with Siberia

(Continued from page 92)

Ilin is interested in acquiring these rotorcraft by January 2003. Interested sellers should contact Ilin's General Director, Andrey Koryakin, at phone number (7 4112) 44-87-42 or fax number (7 4112) 44-89-21.

According to the U.S. Department of Commerce, there may be other business opportunities in this region. Opportunities include:

- ❑ arranging the sale and lease of light U.S. aircraft.
- ❑ providing spare parts, training, and services.
- ❑ marketing Russian ecotourism opportunities in the U.S. (the ice-fishing is supposed to be magnificent)
- ❑ arranging certification and sales of historic Russian air-

craft to U.S. collectors.

Although development of this sector may be slowed by lack of finance and bureaucratic obstacles, the U.S. Foreign Service officers in that region feel that Sakha's light aviation industry has good long-term potential as a market for U.S. businesses.

Following are some additional points of contact for those interested in pursuing business opportunities in this part of the world:

Ministry of Foreign Relations, Sakha Republic
Tel.: (7-4112) 24-24-51
Fax: (7-4112) 24-19-39
Contact: Alexander Migalkin, Minister

Department of Aviation, Republic of Sakha
Tel.: (7-4112) 42-19-08
Fax: (7-42-12-38
Contact: Semen Terekhov, Deputy Director

Ilin Air-Line
Tel.: (4112) 26-50-27
Fax: (4112) 25-31-82
Contact: Andrey Koryakin, General Director

Delta-Ka
Tel./Fax: (7-41147) 4-09-34
Contact: Ivan Shapoval, General Director



ASA 2002 Hazmat Training under IATA Dangerous Goods Regulations



- ◆ Meets Federal Regulatory Requirements of 49 CFR 172 Subpart H, including elements as described in 14 C.F.R. 121.433a.
- ◆ Certificate of Training stating 49 CFR 172 Subpart H training requirements have been met.
- ◆ Can't attend one of the pre-determined training sites, contact ASA for training at your facility.



September 11-12 – Ft. Lauderdale/Miami, FL
October 23-24 – Washington, DC
December 4-5 – Los Angeles, CA



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Use of Logos

Using another organization's logo on company advertising and correspondence is a common way to publicize the company's professional affiliations. Logos quickly convey information about certifications, accreditations, or endorsements held by the company. Businesses must take care, however, to use such symbols responsibly.

Aviation Safety Technologies, Inc. (ASTI), of Sarasota, Florida, crossed the line and became the subject of an investigation by the Department of Transportation Office of the Inspector General. ASTI, a firm that designs and installs aviation safety systems, was fined \$5,000 by a U.S. District Court judge in Tampa, FL, after pleading guilty to illegally using an FAA seal. While negotiating a contract with a Korean firm in 1996,

ASTI representatives electronically scanned FAA letterhead containing a seal. The fraudulent document attested to ASTI's experience and qualifications and bore the forged signature of an FAA official who had not signed the document or authorized use of his signature.

While ASTI's resort to forgery and fraud makes theirs a rather extreme example, it nevertheless underlines the importance for businesses of having a clear understanding of the authorized uses of other organizations' symbols before incorporating them in their own public communications. Even use that is less intentionally fraudulent can potentially result in violations of trademark protections. The best course is to ensure that the organization that owns the logo is aware of and does not object to the

proposed use of their logo. Understandings concerning the terms of use of logos and other symbols are a common feature in many sorts of written agreements governing relationships between businesses and other organizations. Taking the time to establish the ground rules in advance goes a long way toward avoiding misunderstandings and problems down the road.

ASA members desiring to use the ASA Member Logo are required to sign a licensing agreement first, which provides the parameters and limits of usage. ASA-100 accredited companies may use the ASA-100 accreditation logo after completing the ASA-100/ASAAP logo licensing agreement. For information on either licensing agreement, contact the Association at (202) 730-0270.

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Non-member companies are welcome to participate.

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October 17—New Jersey/New York

October 29—Seattle, WA

October 31—Los Angeles, CA

November 19—Dallas, TX

November 21—Chicago, IL

December 10—Ft. Lauderdale/Miami, FL

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UNAPPROVED PARTS NOTIFICATION

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



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

No. 2002-00044
July 01, 2002

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 ACCESSORY

Emergency inflatable life rafts.

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, maintenance organizations, manufacturers, and parts distributors regarding the improper maintenance that C&M Marine, Inc., performed on emergency inflatable life rafts.

BACKGROUND

Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed that C&M Marine, Inc. (C&M), a former FAA-certificated repair station (Air Agency Certificate No. SX1R496K), located at 4585-C Claire Chennault, Addison, TX 75001, improperly maintained and approved for return to service emergency inflatable life rafts. C&M was previously authorized to repair, inspect, pack, and overhaul emergency inflatable survival equipment (rafts, vests, and escape slides); repair and leak-test oxygen masks, oxygen bottle/cylinders, and fire extinguisher bottle/cylinders; inspect and test Emergency Locator Transmitters and batteries; and repair seat belts and shoulder harnesses.

Evidence indicates that C&M did not perform maintenance on life rafts in accordance with the current manufacturers' maintenance manuals or other data approved by the Administrator. C&M returned to service life rafts with improper seam leak repairs in which a manufacturer's prescribed air retention test had not been met. Evidence also indicates that during the period January to March 2000, C&M falsified entries on work orders attesting to work allegedly performed.

One life raft manufacturer observed the following non-conformities and discrepancies in C&M's procedures when servicing the manufacturer's life rafts:

- (1) Tangled sea anchor line packed between folds.
- (2) Expired survival equipment items not replaced.
- (3) Damaged survival equipment items installed.
- (4) Life raft packed with incomplete survival equipment.
- (5) Water-activated battery (manufactured in January 1976) installed.
- (6) Protective foam not installed over inflation system.
- (7) Valise laces not trimmed after life raft sizing operation.
- (8) Life raft canopy not properly arranged.
- (9) Broken life raft oars.

RECOMMENDATION

Aircraft owners, operators, maintenance organizations, manufacturers, and parts distributors should inspect their aircraft, aircraft records, and/or parts inventories for emergency inflatable life rafts maintained or approved for return to service by C&M. Verification should be conducted independently of information provided on any work order or return-to-service entry. You should take appropriate action if any of these life rafts have been installed in an aircraft. If any existing inventory includes these life rafts, the FAA recommends that you quarantine the equipment to prevent installation on an aircraft until a determination can be made regarding each life raft's eligibility for installation.

FURTHER INFORMATION

Further information concerning this investigation and guidance regarding the above-referenced life rafts 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 equipment from any source, the means used to identify the source, and the action taken to remove the item from service.

This notice originated from the Dallas FSDO, 3300 Love Field Drive, Dallas, TX 75235, telephone (214) 902-1800, fax (214) 902-1872; and was published through the FAA Suspected Unapproved Parts Program Office, AVR-20, telephone (703) 661-0580, fax (703) 661-0113.

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
45005 AVIATION DRIVE, SUITE 214
DULLES, VA 20166-7541

U.S. Department
of Transportation
**Federal Aviation
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No. 2002-00120
July 25, 2002

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 PARTS

Parts maintained and approved for return to service by Renzco, Inc.

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts distributors regarding maintenance performed by Renzco, Inc. (Renzco), a former Federal Aviation Administration (FAA)-certificated repair station located at 1637 Wellesley Avenue, Los Angeles, CA 90025.

BACKGROUND

Information received during an FAA suspected unapproved parts investigation revealed that Renzco performed work for which it was not rated. Renzco was issued Air Agency Certificate No. RE7R330J with Class I, II, III, and IV instrument ratings on November 22, 1993. Renzco was authorized to diagnose instrument malfunctions; maintain and alter instruments, including installation and replacement of parts; and inspect, test, and calibrate instruments.

Evidence indicates that Renzco has performed maintenance -- and approved for return to service -- parts and hardware outside its Class I, II, III, and IV instrument rating. Documentation obtained during the investigation includes copies of FAA Form 8130-3 (Airworthiness Approval Tags). These forms indicated that Renzco approved parts for return to service after having performed work for which it was not rated by its Operations Specifications and Air Agency Certificate.

Following this notification is a *partial list* of parts that may have been improperly approved for return to service by Renzco.

RECOMMENDATION

Regulations require that type-certificated products conform to their type design and be properly maintained. Aircraft owners, operators, manufacturers, maintenance organizations, and parts distributors should inspect their aircraft and/or parts inventory for any parts approved for return to service by Renzco for which it was not rated. You should take appropriate action if any of these parts have been installed 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 parts 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 parts from any source and the action taken to remove them from inventory or service. This notice originated from the Los Angeles FSDO, 2250 East Imperial Highway, Suite 140, El Segundo, CA 90245, telephone (310) 215-2150, fax (310) 645-3768; and was published through the FAA Suspected Unapproved Parts Program Office, AVR-20, telephone (703) 661-0580, fax (703) 661-0113.

Class II Parts

Name	Part Number	Serial Number	Inspection Date	Function	Quantity
Windshield	5-89354-3129	98244H6037	03-16-99	Inspected	1
Windshield	5-89354-3129	97245H4585	03-16-99	Inspected	1

Class II Parts

Name	Part Number	Serial Number	Inspection Date	Function	Quantity
PSU	65B50255-2138	None	09-13-00	Overhauled	5
Door Assy	AWD7883-2	None	09-11-00	Inspected	1
Leading Edge	3-24132-502	5683	08-16-00	Inspected	1
Leading Edge	3-24132-502	5343	08-16-00	Inspected	1
Transformer	6430A	48688	01-20-00	Overhauled	1
Valve	369646-75	4442	10-17-01	Inspected	1
Nozzle/Turb	1-110-710-06	6G0047	06-23-00	Inspected	1

Class III Parts

Name	Part Number	Serial Number	Inspection Date	Function	Quantity
Plug	905-10	None	10-18-01	Inspected	2
Nut	139321	None	10-18-01	Inspected	10
Bearing	762-3A	None	10-18-01	Inspected	2
Seal Prop Shaft	23034555	None	10-18-01	Inspected	10
Tube	5007283	None	10-18-01	Inspected	8
Rivet	00X3-2NICK	None	10-17-01	Inspected	100
Gasket	376322	None	10-17-01	Inspected	6
Elbow	6846213	None	10-17-01	Inspected	1
Hose Assy	AHO73629	None	09-19-01	Inspected	1
Reducer	MS24397D2	None	09-19-01	Inspected	1
Switchbox	MS25253-2	None	09-19-01	Inspected	1
Screw	NAS428-4-5	None	09-10-01	Inspected	12
Plate Valve	696277-1	None	09-10-01	Inspected	1
Housing	696753-1	None	09-19-01	Inspected	1
Stud	75176	None	09-19-01	Inspected	1
Screw	S9420H-26	None	09-19-01	Inspected	8
Sleeve	3602218-1	None	09-19-01	Inspected	1
Brake Pin	2603103	None	09-11-00	Inspected	30
Packing	151387	None	09-11-00	Inspected	30
Nut	FN922-524	None	09-11-00	Inspected	60
Insulator	2608845	None	09-11-00	Inspected	30
Screw	AN115913	None	12-28-01	Inspected	62
Bolt	AN102906	None	12-28-01	Inspected	382
Roller Spur	6878485/SFRH103-47		12-28-01	Inspected	2
Washer Key	189156	None	12-28-01	Inspected	10
CirClip	G266975	None	12-28-01	Inspected	10

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UNAPPROVED PARTS NOTIFICATION



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

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

No. 2002-00073
July 01, 2002

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 ENGINES

Honeywell/AVCO Lycoming LF507 series and ALF502 series turbine engines.

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, maintenance organizations, manufacturers, and parts distributors regarding scrap parts reported stolen from a repair facility.

BACKGROUND

Honeywell UK Limited, located at 65 President Way, Luton, Beds, United Kingdom LU2 9NB, reported to the Federal Aviation Administration (FAA) that on January 18, 2002, numerous scrap parts were stolen from the Honeywell repair facility. The following parts had been determined to be scrap and were awaiting mutilation at the time of the reported theft. Honeywell has indicated that the possibility exists that the parts may be offered for sale on the open market.

STOLEN SCRAP PARTS

Description	Part No.	Engine Model Applicability	Serial No.	Engine Serial No. /LFO -
Fan Disk	2-043-002-11	507 & 502	6472	5122
Fan Disk	2-043-002-11	507 & 502	6519	5153
Fan Disk	2-043-002-11	507 & 502	M402537	5618
Supercharger Disk	2-043-004-07	502 Only	201	5043
Supercharger Disk	2-043-004-07	502 Only	335015	4025
Disk-4 th Stage	2-100-042-10	507 & 502	SC53213	5332
Disk-5 th Stage	2-100-043-10	507 & 502	SC53150	5332
Disk-6 th Stage	2-100-044-08	507 & 502	SC53255	5332
Disk-7 th Stage	2-100-045-09	507 & 502	SC53157	5332
Spacer	2-100-047-13	507 & 502	673	7234
Spacer	2-100-047-13	507 & 502	269	5332
Spacer	2-100-048-14	507 & 502	1077	7234
Spacer	2-100-048-14	507 & 502	1078	7234
Spacer	2-100-048-14	507 & 502	1292	7234
Spacer	2-100-048-14	507 & 502	637	5332
Spacer	2-100-048-14	507 & 502	635	5332
Spacer	2-100-048-14	507 & 502	612	5332
Spacer	2-100-052-28	507 & 502	3411	7234

Description	Part No.	Engine Model Applicability	Serial No.	Engine Serial No. /LFO -
Spacer	2-100-052-28	507 & 502	322	5332
Impellor	2-100-180-22	507 & 502	458339	5153
Impellor	2-100-180-22	507 & 502	M369203	5236
Impellor	2-100-180-22	507 & 502	419378	5767
Impellor	2-100-180-22	507 & 502	CRU189	5815
Comp Shaft	2-101-238-04	507 & 502	911	5303
Comp Shaft	2-101-238-04	507 & 502	81	5618
Comp Shaft	2-101-238-04	507 & 502	193	5814
Comp Shaft	2-101-238-04	507 & 502	1309	5815
Disk -3 rd Stage	2-101-263-07	507 & 502	SC53270	5332
Disk -1 st Stage	2-101-331-04	507 & 502	M421573	5983
Disk -1 st Stage	2-101-331-09	507 & 502	SC11800	7234
Disk -2 nd Stage	2-101-332-01	507 & 502	531	5122
Disk -2 nd Stage	2-101-332-01	507 & 502	M364557	5153
Disk -2 nd Stage	2-101-332-01	507 & 502	A173	5303
Disk -2 nd Stage	2-101-332-01	507 & 502	A231	5332
Disk -2 nd Stage	2-101-332-01	507 & 502	M349020	5541
Disk -2 nd Stage	2-101-332-01	507 & 502	M6545594	5618
Spacer	2-103-024-07	507 & 502	2751	7234
Spacer	2-103-024-07	507 & 502	273	5332
T1 Disk	2-121-051R35	507 & 502	M333128	5815
T1 Disk	2-121-051R55	507 & 502	M333365	5332
T2 Disk	2-121-058-29	507 & 502	961365101934	5815
T2 Disk	2-121-058-29	507 & 502	M457369	7465
T2 Disk	2-121-058-29	507 & 502	M435874	5303
T2 Disk	2-121-058-29	507 & 502	98136310331	7234
T2 Disk	2-121-058-38	507 & 502	991356100166	7435
Turbine Spacer	2-121-071-36	507 & 502	MSN410296	5815
Turbine Spacer	2-121-071-36	507 & 502	MSN417701	5983
Turbine Spacer	2-121-071-42	507 & 502	MSN458978N	7435
Turbine Spacer	2-121-071-52	507 & 502	M404930	5332
Turbine Spacer	2-121-075-28	507 & 502	MSN436384	5815
Turbine Seal Plate	2-121-075-28	507 & 502	MSN430123	7234
4 th Rotor Disk	2-141-057-R60	507 & 502	C137	5303
3 rd Rotor Assy	2-143-030-22	507 & 502	C321	5332

RECOMMENDATION

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, maintenance organizations, manufacturers, and parts distributors should prevent the installation of these engine parts on type-certificated products.

FURTHER INFORMATION

Further information concerning this notification and guidance regarding the above-referenced parts may be obtained from the FAA Flight Standards International Field Office referenced below. The FAA would appreciate any information concerning the discovery of these parts from any source, the means used to identify the source, and the actions taken to remove the parts from aircraft and/or stock.

This notice originated from the FAA Flight Standards International Field Office, Gatwick, England, telephone 011-44-1293-573933, fax 011-44-1293-573992; and was published through the FAA Suspected Unapproved Parts Program Office, AVR-20, telephone (703) 661-0580, fax (703) 661-0113.

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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.*

- 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. 11-12 * **ASA Hazmat/Dangerous Goods Conference**, Miramar, FL. Call (202) 730-0270 or see our website.
Sept. 23-25 **European Aviation Industry Suppliers Conference**, Toulouse, France. Call (310) 203-9603.
Oct. 10 * **ASA Workshop: Achieving Improved Practices**, Atlanta, GA. See page 94 for details.
Oct. 17 * **ASA Workshop: Achieving Improved Practices**, New Jersey/New York. See page 94 for details.
Oct. 23-24 * **ASA Hazmat/Dangerous Goods Conference**, Washington, DC. Call (202) 730-0270 or see ASA's website at <http://www.aviationsuppliers.org>.
Oct. 29 * **ASA Workshop: Achieving Improved Practices**, Seattle, WA. See page 94 for details.
Oct. 31 * **ASA Workshop: Achieving Improved Practices**, Los Angeles, CA. See page 94 for details.
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. See page 94 for details.
Nov. 21 * **ASA Workshop: Achieving Improved Practices**, Chicago, IL. See page 94 for details.
Dec. 4-5 * **ASA Hazmat/Dangerous Goods Conference**, Los Angeles, CA. Call (202) 730-0270 or see ASA's website at <http://www.aviationsuppliers.org>.
Dec. 10 * **ASA Workshop: Achieving Improved Practices**, Fort Lauderdale/Miami, FL. See page 94 for details.

*ASA's Two-day Hazmat Training and One-day Continuing Education Workshops
are coming soon to a location near you. See our ads on pages 93 & 94 for
dates and locations. Registration details may be found on our website at
www.aviationsuppliers.org or call ASA at (202) 730-0270.*

Aviation Suppliers Association
1707 H Street, NW, Suite 701
Washington, DC 20006
Telephone: (202) 730-0270
Facsimile: (202) 730-0274

August 2002