



# The Update Report

The Airline Suppliers Association

Volume 8, Issue 1

January 2000

## COMMERCE

### Using the ATA 106 for Commercial Trace

ASA members have asked questions about the ATA Spec 106 form, like what to do with different versions of the form. This article provides answers to some of the most commonly-asked questions.

#### What is Spec 106?

The Air Transport Association publishes their Specification 106: Sources and Approved Parts Qualification Guidelines. This document is commonly known by its short-hand name Spec 106. Spec 106 provides air carriers with recommendations and guidance concerning quality programs, particularly in the parts receiving and procurement areas. Except to the extent that the provisions of Spec 106 may be drawn from the regulations, Spec 106 is not a mandatory document. ATA encourages its members to make their own decision about which aspects of Spec 106 should be used in each air carrier's own operations. Air carriers and other parties may freely adopt all, part, or none of the program for their own use.

Spec 106 provides a sample form for part or material commercial certification. Like the rest of the ATA specification, the form is meant to serve as a tool that is available to the industry, and its use is entirely up to the individual companies. For this reason, it is not uncommon to see many different versions of this form.

The differences in the form provide advantages and disadvantages. One advantage is that each air carrier may tailor the form to suit the air carriers own particular needs.

One of the disadvantages to different versions of the form is the lack of uniformity makes it difficult to complete the form in a uniform manner. While there are directions for the completion of the form included in the specification, these directions only apply to the form when it has not been altered.

There are human factors advantages to the use of uniform documentation for identifying parts. Personnel can be trained to look in the right place on the form for the information that is necessary. They are less likely to make mistakes in reading the form if the form is uniform.

Obviously, a variety of minor variations in the forms will increase the likelihood of misreading or misinterpreting the form. Receiving inspectors must look very carefully at the form to ascertain its actual language and interpret that language. Because the form can vary, no receiving inspector can rely on the form to attest to any uniform information until the complete form has been studied. This eliminates the human-factors advantages to form harmonization.

(Continued on page 11)

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**AIRLINE SUPPLIERS**  
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## A Message from ASA's President

Welcome to the Millennium! Fortunately, we did not get any reports of a member company being hit with the Y2K bug. We have heard some complaints regarding the Y2K bug fix-it kit which has caused some system problems. Of course, the real problem that came with the millennium was not the Y2K bug but rather the flu bug. I hope that all of our members suffering from the flu this winter come through it with minimal pain.

ASA has received several requests to help members with providing and developing training materials. Each year ASA conducts regional training workshops. We have already completed two this year, and sold out both locations to record crowds. At \$50 per employee, members are sending everyone they feel could benefit from the training.

ASA has also developed a hazmat training poster, which you should have already received. The poster was designed to provide employees with the awareness as to which parts on the airplane may need to be handled as hazardous materials.

We have received a great response to the poster. With several companies calling for extra posters. If you have more than one facility and need an additional poster, please call and we will make additional copies available while supplies last. It is your membership dues that allow us to develop and produce training materials like this poster.

There is little time remaining before the end of the Comment Period for the OSHA Ergonomics Proposal. Please read this month's article about the proposal, look at the OSHA information on the internet (there is a hypertext link from ASA's website),

and consider how this proposal would affect your business. Written comments on this proposal are due to OSHA by March 2.

In February you will receive the proposed ASA bylaws. These are designed to reflect the way that ASA has done business, and to provide an effective framework for the way we will do business in the future. It is important for the entire membership to vote on these proposed bylaws.

Please take the time to read the information and vote. It is one of your rights as a member, and it is important for us to get your votes back on this issue. If you have questions about the proposed bylaws, please do not hesitate to contact ASA to discuss the issues.

Best Regards

Michele Schweitzer

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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 Airline 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. Subscription cost is \$120.00 US per year.

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# Airline Suppliers Association

## *Continuing Education Series*

# ASA 2000 Training Workshop

\_\_\_\_\_ January 20  
Seattle, WA  
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\_\_\_\_\_ September 26  
Miami, FL  
Embassy Suites Hotel  
(305) 634-5000

\_\_\_\_\_ September 28  
Atlanta, GA  
Location to be announced  
Contact ASA for location information

\_\_\_\_\_ March 27  
Dallas, TX  
Hosted by Dallas Aerospace  
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\_\_\_\_\_ September 25  
Ft. Lauderdale, FL  
Riverside Hotel  
(954) 467-0671

\_\_\_\_\_ November 6  
Newark, NJ  
Location to be announced  
Contact ASA for location information

### **How do you register?**

1. Download the ASA Workshop Registration form from the internet at <http://www.airlinesuppliers.com>
2. Complete the form.
3. Read and sign the attestation box at the bottom of the page.
4. Fax the form to ASA at (202) 730-0274 to reserve your spaces in the Workshop of your choice.
5. Mail a check for the registration fee to ASA.

Registration fee is \$50 per person. The fee includes all workshop materials, morning and afternoon snack breaks, lunch and a certificate of participation. Workshops will run from 8:30 am – 4:30 pm.

### **Syllabus for Each Location**

- |             |  |
|-------------|--|
| 08:30-10:00 | <u>Aviation Law 101</u> : Introduction to the Aviation Regulation System and the Parts Approval Process.                         |
| 10:30-12:00 | <u>Traceability and Quality</u> : Helping to Make the <i>Next</i> Sale through Adequate Parts Documentation and Quality Systems. |
| 13:00-14:30 | <u>Hazmats, and OSHA and Torts, Oh My</u> : Avoiding Hazards in the Parts Distribution Workplace.                                |
| 15:00-16:30 | <u>Hot Issues</u> : The Late-Breaking News and the Hot Issues that are Hitting the Industry.                                     |

*New this year: A European Location!  
November 9 – Heathrow or Gatwick,  
England  
Location to be announced*

## **The Glueckler Award Call for Nominations**

The Edward J. Glueckler Award is presented annually in recognition of outstanding commitment, dedication and contribution to the Airline Suppliers Association and to the aviation industry.

ASA is currently seeking nominations for this year's recipient. Complete information is available on the internet at:

<http://www.airlinesuppliers.com/glueckler.html>

Nominations are due to ASA by March 24, 2000.

## Award to Boeing SUPs Office

The Department of Transportation (DOT) Office of the Inspector General has been vocally concerned about SUPs for many years. In recent years, that office and the FAA have worked closely with the private sector to improve aviation safety by addressing SUPs issues.

One group with whom the DOT has worked is the Boeing Unapproved Parts Office. The DOT recently recognized this specialized group of Boeing employees for "outstanding leadership and support to law enforcement in the fight against unapproved aircraft parts."

"This is an outstanding example of government and industry working together to help solve a problem," said Kenneth Mead, Inspector General of the Department of Transportation.

The Unapproved Parts Office at Boeing is staffed by seven investigation specialists located in two offices (Seattle, WA and Long Beach, CA). Randy Milne, a former FBI agent, heads the office.

"We're extremely proud of this recognition from the Inspector General," Milne said. "This represents just one of the ways The Boeing Company exercises vigilance in the pursuit of safety far beyond our factory walls."

The primary job of Milne's staff is to assist federal agencies in identifying and locating unapproved spare airplane parts, and to help those agencies with investigations and prosecution. Boeing also provides assistance to the FAA, FBI and Department of Defense investigative units.

Since its inception in 1994, the Boeing Unapproved Parts Office has been involved in more than 500 investigations. Some have led to convictions and prison time for individuals engaged in producing and selling illegal spare parts to airlines and maintenance providers.

"Although the number of 'bad guys' engaged in this practice is small, and the impact on the performance of a given jetliner is generally minimal, Boeing is committed to eliminating even the slightest risk to flight safety," Milne said.

## IRS CD Assistance

Looking for a little tax help?

In its latest effort to become more taxpayer-friendly, the government is publishing the IRS Small Business Resource Guide 2000 (SBRG 2000) on computer-readable compact disk (CD). This new CD should be an important tool for every small business.

The SBRG 2000 (IRS Publication 3207) contains all of the business tax forms, instructions, and publications needed by small business owners. In addition, the CD provides an abundance of other helpful information, such as how to prepare a business plan, finding financing for your business, and much more. Internet access will permit a business to: subscribe to a new multi-agency e-mail newsletter, view updates to the CD-ROM at a special web site, and link to numerous other government addresses that provide important business information.

SBRG 2000 will be available in early March. You can place an advance order for your free copy by telephoning 1-800-TAX-FORM.

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## OSHA Ergonomics: Last Chance to Respond

Are you prepared to provide management leadership to your employees concerning ergonomics issues in the workplace? Do you have a structured system for permitting employee involvement in identification of and response to potential ergonomics hazards? Do you have the resources to establish an ergonomics program in your workplace?

The Occupational Safety and Health Administration (OSHA) has proposed a new program that would regulate the way that American workplaces treat ergonomic issues, in particular those issues that could have any effect on musculoskeletal disorders (MSD) ranging from carpal tunnel syndrome to lower back pain.

In the November issue of the Update Report, ASA reported on the OSHA ergonomics program. The article explained that the OSHA-proposed ergonomics program would impose a new burden on employers. Most ASA members have employees who fall into either the manufacturing category or the materials-handling category. All companies with employees in one of these categories would be required to establish a management leadership program, and to establish a hazard reporting system that encourages employees to report MSDs. Upon a report of an MSD, the employer is required to implement a remedy either through a "quick fix" mechanism (which may be neither quick nor a fix), or through a full ergonomics program that includes elements like a complete review of all jobs identified as "problem jobs," and a program for addressing these hazards (which will require expert advice from an ergonomics professional to implement).

Many companies in the aviation industry are proactively addressing er-

gonomics issues in the workplace, however not every company addresses ergonomics issues using the approach proposed by OSHA. In fact, some of the best-run companies have remedied ergonomics issues through either a proactive intuitive approach, or a reactive approach based on employee suggestions. In many cases, this would be insufficient, even if history has shown that the approach is successful. Under the proposed rule, OSHA will only accept an alternative program if the employer can demonstrate that 1) the alternative program existed before the OSHA plan went into effect and 2) the alternative program meets all of the elements of the OSHA program.

The Small Business Administration (SBA) has been sharply critical of the economic assumptions used by OSHA to support its proposal. In its critique, the SBA explains that OSHA is undervaluing the costs by discounting certain events that would trigger the ergonomics program under the proposal.

There are other problems with the OSHA numbers. SBA explains that the "causal relationship between work-related factors and an injury is not straight-forward and clear." This echoes statements that ASA has made about the lack of objective standards and the dangers this can cause in light of existing problems maintaining uniformity among inspection standards.

The most important thing that the SBA has said, is to remind OSHA that "a small business is not a large business with fewer employees." The OSHA proposal imposes real burdens on small businesses that may be considered much less onerous when given the economies of scale found in a large business.

SBA is not the only element of the Administration that is weighing in on the side of common sense. The National Association of Manufacturers reported that Commerce Secretary William Daley "is deeply opposed to [OSHA's] rule as currently drafted."

Remember, almost all regular members of ASA will be required to establish the partial ergonomics program, which places a company just one step away from a regulatory requirement to implement the full program (even if the data shows that the full program would be less effective than the company's old approach).

If you are not ready to implement an ergonomics program in your workplace, or if you have already implemented one but are not positive that it meets the requirements that OSHA has proposed, then you should consider submitting comments to the OSHA ergonomics docket so you can be sure to have an effect on that docket *before* that proposal becomes a regulation.

Comments to OSHA should include information about who your company is, what your company's ergonomics history is like, and how the proposal will or could affect your business.

The deadline for comment submission has been extended to March 2, 2000. OSHA has announced that no further extension will be granted, so this should be the final deadline.

ASA members should check ASA's website for the ASA comments if they need some ideas for a draft. The ASA website also include links to both the OSHA ergonomics proposal and the SBA response.

## States in the Union Deliver the Next President

Who will be setting policy for the nation, one year from now? And what effect will the policy-makers have on the aviation industry?

It's hard to believe, but the Presidential election is still eight months away and the candidates have already been campaigning hard for a year.

Our choices in November are being decided right now. The Iowa presidential election was held January 24. The Republican victor was George Bush, and Al Gore established a strong lead among Democrats with 66% of the vote. The other candidates should not yet be counted out, though.

Senator John McCain and Democratic former Senator Bill Bradley had very strong showings in New Hampshire.

So strong, in fact, that this issue of the Update Report was recalled to update this article!

McCain concentrated his campaigning efforts on New Hampshire rather than Iowa, so his low numbers in the Iowa caucus were not expected to be indicative of his likely success in New Hampshire. It was considered likely that he might even win New Hampshire. But few people expected him to whip George Bush by nearly 20 points!

Forbes has had respectable showings in Iowa and NH. He is likely rely on his personal fortune to remain in the race long enough to promote some of his legal reform ideas like the "flat tax."

Bradley was widely endorsed over

Al Gore by the New Hampshire press; although he lost that primary by a narrow margin, he now seems to be running "neck-and-neck" with Gore (Bradley has generated more campaign money than Gore has, so Bradley will be able to give Gore a real race for the Democratic nomination).

Several important presidential primary elections will be held in February, including New Hampshire (February 1), Delaware (Democrats on February 5 and Republicans on February 8), South Carolina (Republican primary on February 19), Arizona (Republican primary on February 22), and Michigan (Republican primary on February 22). Seven other states and territories will hold their presidential primaries and caucuses during the final week of February.

*(Continued on page 7)*

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## ... Following the State of the Union Address

By the time this issue of the Update Report reaches your hands, one or more of these primaries will be completed, and the race for the presidential nominations may already be shaping up with some clear front runners before the end of the month.

The Presidential race could have an important effect on the near future of aviation. Senator John McCain has been a strong supporter of the industry – he was an important supporter of the General Aviation Revitalization Act, which established a statute of repose that enabled small aircraft manufacturing to reestablish itself in the United States. As Chairman of the Senate Science, Commerce and Transportation Committee, McCain has also been an active proponent of measures designed to promote competition in the aviation industry.

In 1995, the Senate passed John McCain’s FAA Reform Act, which permitted the agency to do some bold new things in the areas of hiring and contracting. Describing the new law, then FAA Administrator David Hinson said it provides “predictable financing that increases as the work load grows; streamlined procurement processes that allow us to keep pace with rapidly changing technology; and more flexible personnel rules to help us manage a highly skilled work

<b>Iowa Caucus Results</b>	
<i>Democrats</i>	
Al Gore	66%
Bill Bradley	33%
<i>Republicans</i>	
George Bush	41%
Steve Forbes	30%
Alan Keyes	14%
Gary Bauer	9%
John McCain	5%
Orrin Hatch	1%

force, and to hire and place people when and where we need them most.” While the bill alone was not enough to fix all of the apparent problems with our government, it is widely believed that the FAA Reform Act has been an important improvement in the way the FAA does business.

Al Gore is no stranger to aviation issues, himself. He chaired the White House Commission on Aviation Safety and Security. Among their many accomplishments was a successful recommendation for the Administration to provide money for bomb-detection equipment at airports. The Commission also made controversial recommendations, like the user-fee proposal that was much-maligned by general aviation groups, who claimed that the recommendation was an attempt to boot-strap support for the Administration’s unpopular user fee proposal by having it emanate from a ‘safety’ commission.

Vice President Gore has been an ardent supporter of the environment, and a proponent of measures to limit greenhouse gases – among many environmentalists, this means imposing limits on aviation, which is seen as a visible (although statistically minor) source of such gasses.

Based on his record, a Gore Administration would be likely to support the public infrastructure of aviation,

but could cause harm to some of the elements of our private-sector infrastructure that supports aviation.

Bill Bradley has been a vocal proponent of redirecting our tax dollars to social welfare programs. Despite the fact that commercial aviation has become quite affordable and has made long-distance travel available to Americans who could have never dreamed of flight a generation ago, aviation is rarely thought of as a program to benefit the underprivileged.

Bradley is an attractive candidate, because he shares McCain’s candor with the voters. Nonetheless, the industry should expect him to focus on issues like tax reforms and redirection of funding to mass transit (trains and busses), either of which could do more harm than good to aviation companies. Out of a limited transportation funding pool, he is likely to promote funding traditional mass transit over aviation infrastructure needs.

Bradley is a proponent of using the tax system to redirect money from those that have it to those that need it. He has said that he would “increase penalties on companies engaged in transactions designed only to lower federal taxes, and on the accounting and legal firms that peddle them. Don’t forget, though, that it is not illegal (yet) to try and lower your taxes.

George Bush’s position on aviation and other federal is a little more difficult to determine, as his experience is primarily in state-level politics; but can probably be expected to take a laissez-faire attitude toward transportation policy - which would make the identity of his Transportation Secretary especially important.

The general election date for this year’s Presidential Election is No-

<b>NH Primary Results</b>	
<i>Democrats</i>	
Al Gore	52%
Bill Bradley	48%
<i>Republicans</i>	
John McCain	49%
George Bush	31%
Steve Forbes	13%
Alan Keyes	6%
Gary Bauer	1%

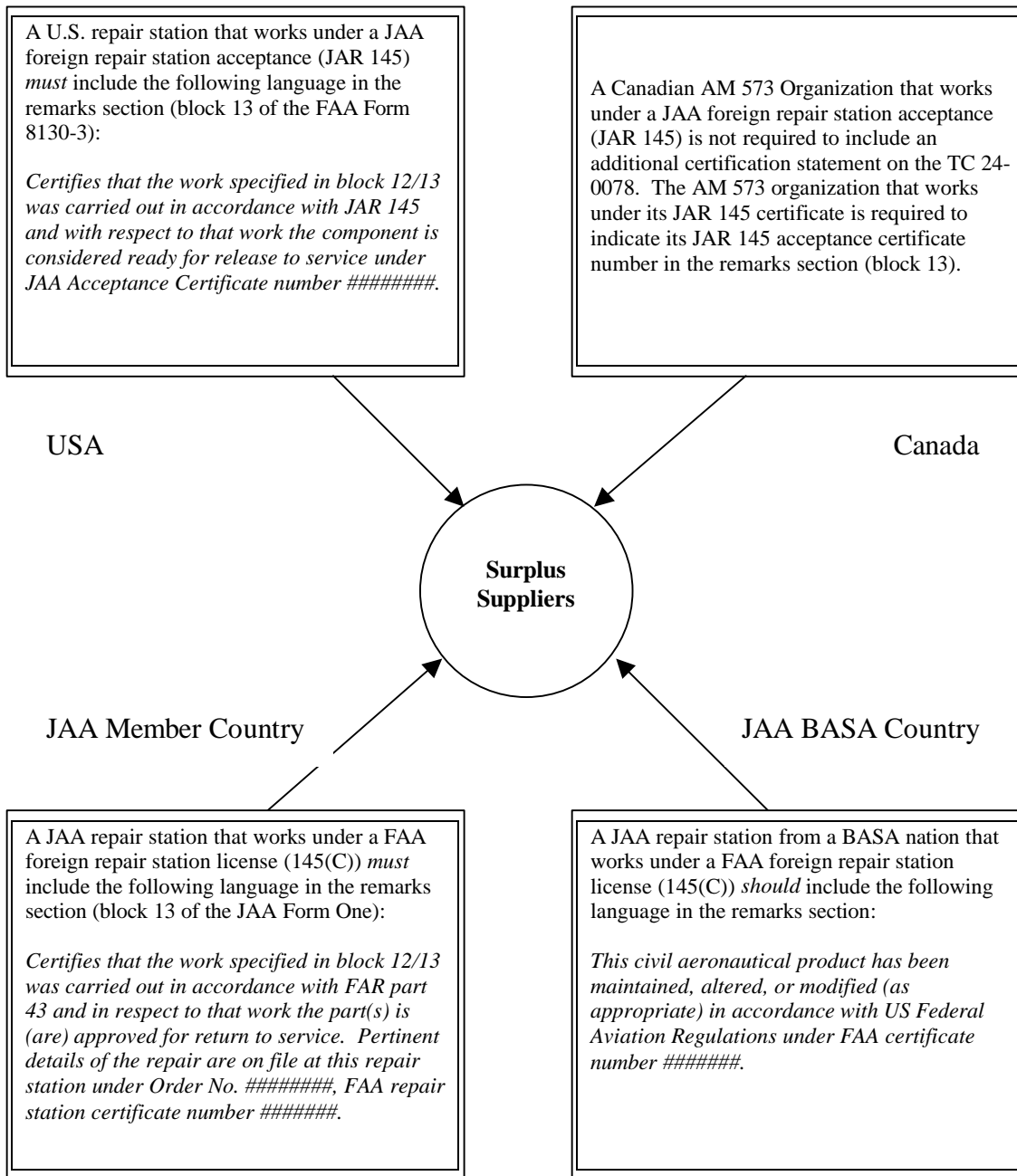
## Return to Service on Dual Certification Maintenance

Many repair stations hold repair station certificates or acceptances from more than one country. Distributors who send parts out for overhaul often ask their repair station business partners to perform the work in compliance with more than one national standard (e.g. FAA, JAA nation, etc)

to increase the number of markets into which the part may be sold.

Simon Turton of British Airways Quality Assurance (QA) has prepared the following graphic, and the accompanying notes on page 9, to illustrate to distributors the certificate language

for which they should look when accepting parts approved/authorized for return to service under the rules of 1) JAA-FAA (in USA), 2) JAA-Canada, 3) FAA-JAA (in Europe), or 4) FAA-JAA BASA (Germany only, at present). Simon is an active participant in ASA's QA Committee.





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*AUTHORS NOTES: GUEST ARTICLE BY SIMON TURTON*

**Return to Service on Dual Certification Maintenance**

Over the last couple of years, the JAA has proposed changes that have affected the way components are released from maintenance. The chart at the left reflects the certification statements required by the JAA on approvals for return to service signed by repair stations in the US, Canada and Europe. The following notes support this chart.

**USA**

Airlines operating under JAA approvals can only have their maintenance carried by JAR145 approved maintenance organisations (organisations approved directly by an NAA within a JAA member Country) or JAR145 accepted maintenance organisations (FAR145 and AM573 organisations based in the USA and Canada). From

January 1<sup>st</sup> 1999, it has been mandatory for JAR145 accepted FAR145 organisations to include a JAR145 release statement in block 13.

**JAA Nations**

The JAA and FAA have agreed that until such time as each individual JAA Country has in force with the US both a Bilateral Aviation Safety Agreement (BASA) and a Maintenance Implementation Procedure (MIP), the combined JAA Form 1 and FAR part 43.9 return to service (block 13 release statement) should be used for aircraft components eligible for use on US-operated aircraft. The MIP will permit the FAA and the national authority to share oversight duties and information. The US has signed MIPs with Ireland and Germany.

**JAA BASA Nations**

The German National Aviation Authority (LBA) has signed a BASA agreement with the FAA that includes a MIP. German JAR-145 approved maintenance organisations use the statement recommended in FAA AC 145.7, appendix 2. To the best of Mr. Turton's knowledge, the LBA is the only national aviation authority within the JAA that uses this form of release wording.

**CANADA**

From January 1<sup>st</sup> 1999, it has been mandatory for JAR-145 accepted AM573 organisations (aircraft maintenance organizations) to include their JAA acceptance number in block 13.



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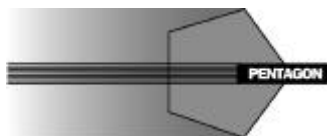
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| <input type="checkbox"/> Advanced Lot Control        | <input type="checkbox"/> Aircraft Maint(A/B/C/D Checks) | <input type="checkbox"/> Manufacturing (PMA parts)     |
| <input type="checkbox"/> Quality Assurance & Control | <input type="checkbox"/> Aircraft Modifications         | <input type="checkbox"/> Kitting & Assembly            |
| <input type="checkbox"/> Exchange Parts Management   | <input type="checkbox"/> Advanced Record Keeping        | <input type="checkbox"/> Advanced Job Costing          |
| <input type="checkbox"/> Lot Purchase Management     | <input type="checkbox"/> SPEC 2000-EDI                  | <input type="checkbox"/> Full Cycle Parts Traceability |
| <input type="checkbox"/> Consignments Management     | <input type="checkbox"/> Engine Repair & Overhaul       | <input type="checkbox"/> Tear Down Management          |

**Pentagon 2000 Supports The Following Industries**

- |  |  |
|--|--|
| <input type="checkbox"/> <i>Parts Distributors</i>   | <input type="checkbox"/> <i>PMA Manufacturers</i>        |
| <input type="checkbox"/> <i>Airline Suppliers</i>    | <input type="checkbox"/> <i>Airlines</i>                 |
| <input type="checkbox"/> <i>FAA Repair Stations</i>  | <input type="checkbox"/> <i>Government Contractors</i>   |
| <input type="checkbox"/> <i>Fixed Base Operators</i> | <input type="checkbox"/> <i>Military Parts Suppliers</i> |

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## Commercial Requirements Are Important, Too

*(Continued from page 1)*

### *Block 13*

The form described in Spec 106 features standard information blocks. Some particularly important information can often be found in the remarks area of the form. The remarks area is split into three sections: Block 13A (remarks), Block 13B (obtained from) and block 13C (last certificated agency).

Directions for the use of the Spec 106 form are found in Appendix C to the specification. The directions make it clear that block 13B is meant to represent "seller's source of purchase." If the seller is an FAA certificate holder, then the directions for this block state that completing it is optional.

Block 13C is meant to be used for parts that have been subject to some form of maintenance work.

According to Spec 106, Block 13C is meant to identify the last certificated agency that performed maintenance on the component. In some cases this may be the last operator. For example if the last air carrier to use the part performed an inspection on it (such as the inspection described in FAA Order 8130.21B), and found it to be airworthy, then the carrier would be the last certificated agency to perform maintenance. Remember: inspection is a maintenance activity!

Block 13C is not meant to represent the last certificated agency to own the part. An overhaul part could be purchased by an air carrier, remain for six months in the inventory of that air carrier, and then be sold without the air carrier ever performing maintenance on that part. In such a case, the last certificated agency would not be the air carrier, but would instead be

whatever company last performed a maintenance activity on the part.

### *Common Alterations*

The SPEC 106 form is a commercial form recommended by ATA. As such, it is not binding and air carriers and other parties frequently develop their own versions of the form that diverge from the ATA recommendation. For this reason, it is not uncommon to see alternative language in block 13B or in Block 13C.

One popular modification to the ATA 106 form is the replacement of the Block 13B descriptive text with a phrase like "traceable to."

"Traceable to" is not the ATA-recommended language for the form, so the Spec 106 instructions do not provide clear guidance about what this language means. Many people interpret this sort of language to mean the last certificate holder that owned the part, but some interpret it to mean traceability to the FAA-approved manufacturer who produced the part.

The ATA 106 is a tool to facilitate commerce. As such, you should use it to reflect the information that you and your customer need to exchange. Anyone who completes a Spec 106 form should make sure that the information conveyed accurately reflects the truth, and also effectively communicates the information that is important to both parties.

Look carefully at the language of a Spec 106 form provided by a business partner, because it may not use the common language, and when it does not, it is important to understand what the alternative language means.

Where the parties intend to use any Spec 106 block to reflect information

other than that described in the instructions, then it should be clear on the face of the form what information is actually provided. Bear in mind, though, that the ATA rules for completion of the form would likely apply in any dispute resolution, unless the form had been materially altered so as to make the ATA 106 rules meaningless, or you had a written agreement concerning the alternative method for completing or interpreting the form. If the text on the form is not clear, then an explanatory paragraph attached to the form may be in order, to avoid later confusion.

### *Value of the ATA 106 Form*

The ATA Form 106 is an uncontrolled document that may be the subject of ad hoc revision by individual users. Different versions of the form can mean different things based on revisions to the text on the form. It is not supported by the FAA regulations. It can be signed by companies that do not hold an FAA certificate. In light of these facts, some people ask whether the ATA 106 form continues to have value in the modern age. The short answer is, "Yes."

It is common to forget that documents do not have to be considered "regulatory" in nature to be valuable. Commercial documents reflect information that is important to commercial transactions, and often this information can be important to the analysis performed by a mechanic at the time of installation. A properly completed Spec 106 form provides a variety of information, such as commercial traceability that helps the end user know who to contact in the event of problems with the part.

Use the ATA 106 Form wisely to reflect the information that you and your customer need to exchange.

# Find Source Documents on the Internet

Interested in one of the subjects addressed in this issue? Want to find out more? The source documents underlying many of the articles in this issue are available on the internet. Just set your browser for <http://www.airlinesuppliers.com/8tur.html#1>. This address features an index to the articles which will bring you to the original documents on the world wide web just by clicking on the description.

## UPCOMING EVENTS

\* = *Schweitzer or Dickstein will be speaking there*

- Feb. 8-10** Aero-Engine Cost Management Conference, San Francisco, CA. Call (44) 171 931 7072.  
**Feb. 22-27** Asian Aerospace 2000, Changi Exhibition Center, Singapore. Send a fax to (65) 3344632 for details.  
**Mar. 1-3** US Regional Conference & Valuation Workshop, Washington, DC. Call Caroll at (44) 1892 515364.  
**Mar. 7-8** FAA Aviation Forecast Conference, Washington, DC. Call FAA at (202) 267-9943 for details.  
**Mar. 21-22** Speednews Aviation Industry Suppliers Conference, Los Angeles, CA. Call (310) 203-9603.  
**Mar. 27** \* ASA Workshop, Dallas, TX . *Sponsored by Dallas Aerospace.* See Page 129 for details!  
**Mar. 29** \* ASA Workshop, Chicago, IL. *Sponsored by AirLiance Materials.* See Page 129 for details!  
**April 14-17** Symposium 2000: ARSA Annual Repair Symposium, Arlington, VA. Call (703) 739-9543.  
**April 17-19** MRO 2000, Opryland Hotel Convention Center, Nashville, TN. Fax for details: (212) 904-3334.  
**May 1-3** RAA 2000 Annual Convention, San Antonio, TX. Send a fax to (202) 429-5112 for details.  
**May 4** \* ASA Workshop, Sumner Suites, Tempe, AZ. See Page 129 for details!  
**May 7-9** ATA Engineering, Maintenance & Material Forum, Phoenix, AZ. Call (202) 626-4000 for details.  
**May 7-10** \* Aircraft Electronics Ass'n Convention & Trade Show, Reno, NV. Call (816) 373-6565 for details.  
**May 9-11** \* PAMA/NATA Aviation Services & Suppliers Supershow, Tampa, FL. Call (202) 730-0260  
**June 25-27** \*\* Airline Suppliers Association, Las Vegas, NV. More details available soon. See our website at <http://www.airlinesuppliers.com>. Call us at (202) 730-0270 to make sure you are on the mailing list.

*The ASA 2000 Annual Conference will be held at the Four Seasons Hotel in Las Vegas, June 25 -27. The ASA-negotiated room rate is attractive (\$130) and hotel space is limited. Reservations can be made NOW by calling (877) 632-5000.*

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