



The Update Report

The Airline Suppliers Association

Volume 8, Issue 8

August 2000

REGULATORY UPDATE

What's New at the FAA?

Several FAA projects are likely to impact ASA members in the near future.

FAA personnel completed a pair of advisory circulars that provide guidance on receiving inspection systems and on the disposition of undocumented parts. The Receiving Inspection Advisory Circular will provide expanded guidance of the sort already found in the Suspected Unapproved Parts Advisory Circular (AC 21-29B). It was specifically designed to be useful to distributors, as well as to certificate-holding companies. The Disposition of Undocumented Parts Advisory Circular should provide clear guidance on methods of determining airworthiness of parts that do not bear other indicia of airworthiness (such as parts that are undocumented and unmarked). Distributors should be able to use this to help distinguish which "as-is" parts can be sent to a repair station or other maintenance provider for airworthiness inspection and which parts are destined for the scrap bin.

Both of these subjects are extremely important to the industry, and the documents are expected to make important contributions to aviation safety. Unfortunately, both documents have been held up by the FAA for years awaiting legal review.

It appears that the logjam may finally be broken if the FAA's Office of

Chief Counsel agrees to a proposal to use an attorney who works as an Aviation Safety Inspector for the Suspected Unapproved Parts Program Office. The attorney, Beverley Sharkey, has a reputation as an extremely competent individual. Her boss, Ken Reilly is well known in aviation circles for his efforts to educate the industry and to promote safety regulatory compliance. His willingness to loan his staff to another division of the FAA in an effort to help produce needed guidance demonstrates that he truly is a team player.

The FAA is also working on an Advisory Circular that provides clear guidance on handling of direct-shipped parts.

Direct-shipped parts are replacement or modification parts that may be produced by a manufacturer who does not have FAA production authority, but produces the parts under contract for a company that does hold FAA production authority. Under this sort of scheme, the company that fabricates the parts usually may only sell the parts to the company that holds FAA production authority, because direct sales to the aftermarket may violate the FAA production regulations.

Under certain controlled circumstances, the company that holds pro-

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*For their accreditation to the
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Accreditation Program,
and*

Cardinal Aerospace, Inc.
Seattle, WA

**Delta International
Technology, Inc.**
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Jet International Company
Glenview, IL

*for their reaccreditation to the
Airline Suppliers Association's
Accreditation Program.*



**AIRLINE SUPPLIERS
ASSOCIATION**

A Message from ASA's President

It is hard to believe that we are approaching the 4-year anniversary of FAA Advisory Circular (AC) 00-56, Voluntary Industry Distributor Accreditation Program. For the FAA and industry the accreditation program was originally perceived as risqué at best. The FAA was, and still is under close scrutiny by Congress regarding unapproved parts. The FAA plan for reducing the possible effects of unapproved parts in the aviation system included an accreditation program for distributors. The SUPs Program Office and the Continuous Airworthiness Division (AFS 300) closely monitor the program.

Four years later, though, the program has grown and strengthened, largely due to industry. Boeing is one of the larger supporters of the accreditation program. While the number of companies participating in the program could be higher, the percentage of surplus material sold by companies meeting the requirements of FAA AC 00-56 to air carriers is high. The accreditation program is predominately being used by distributors selling to air carriers and repair stations; and distributors purchasing from manufacturers. The FAA wanted distributors involved in general aviation to participate, and hopefully that will be the programs next growth area.

The accreditation program has helped raise the level of knowledge required when purchasing and selling aircraft parts. The accreditation program has not only provided educational resources to distributors: it has also had an affect on air carriers and manufacturers, raising their level of awareness and quality systems associated with purchasing and selling material.

As with any other program, there is

still room for improvement in the accreditation program. Unlike a great many government programs, though, someone is doing something to make the necessary improvements! The FAA along with industry has been working on improving the Advisory Circular. The accreditation program is only one tool in the endless effort to make our industry as safe as possible. In a time of limited government resources and pressure to is a shame that the FAA does not publicize the success associated with this program.

I will be speaking about accreditation at the Air Carrier Purchasing Conference on September 10. If you are attending the ACPC, and not golfing, stop by my workshop on accreditation.

Best Regards,

Michele Schweitzer

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President	

The Update Report

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

Jason Dickstein
Airline Suppliers Association
1707 H Street, NW, Suite 701
Washington, DC 20006
voice: (202) 730-0272
fax: (202) 730-0274
email:
jason@airlinesuppliers.com

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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New Advisory Circulars Should Assist Distributors

(Continued from page 85)

production authority may delegate final inspection privileges to the fabricating company, and may permit the fabricating company to ship parts directly to the purchasers. Such parts are still considered to be produced under the production authority held by the first company, and that production approval holder remains legally responsible for the quality of the parts under current FAA regulations.

In recent years, the scope and process of direct ship authority has been misunderstood. Some companies have believed that a supplier automatically has direct ship authority if it is listed in the production approval holder's Illustrated Parts Catalog. This is often not true. Some suppliers have engaged in direct shipments without the knowledge or acquiescence of the

production approval holder. The production approval holder always remains responsible for the quality of a direct shipment, so a supplier who direct-ships without being part of the production approval holder's quality system is creating a quality problem. Frequently, distributors, repair stations and air carriers have found themselves faced with parts that are alleged to be direct-shipped. Unfortunately, the industry doesn't have clear guidance concerning distinguishing a properly direct-shipped part from an improperly or illegally shipped part; and in some cases, parts alleged to be direct-shipped do not meet the requirements for direct-shipment under another company's production approval.

Understanding direct-shipment is complicated by the fact that there are

many FAA documents on the subject, some of them contradictory, and none of them represent a complete discussion of the issue.

The Direct Shipment Authority Advisory Circular will help to clear up the confusion by providing clear guidance about what direct shipment is, how it fits into the regulations, and what sort of documentation is appropriate for direct-shipment. It includes guidance for the production approval holder, the direct-shipping supplier, and even guidance for the receiving inspection personnel who must examine the part and its documentation to determine its putative airworthiness condition.

ASA has assisted the FAA in developing all three of these Advisory Circulars.

(Continued on page 89)

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New FAA Initiatives

(Continued from page 87)

ASA also assisted Congress in developing compromise legislation concerning the disposition of life-limited parts. ASA was instrumental in narrowing the focus of this legislation to assure that parts currently in inventory were not devalued.

ASA has also worked with the FAA to help develop the regulations to implement the life-limited parts regulations. These regulations will require those who remove life-limited parts from aircraft to mark, tag, segregate, or otherwise control life limited parts in a manner calculated to prevent inappropriate installation of life limited parts (e.g. installation of a part with inaccurate hours/cycles indicated in the log book). Most importantly, the control methodologies, such as marking, tagging, segregation, or scrapping, represent common control processes already used in the industry.

Current FAA plans anticipate issuance of a notice of proposed rulemaking on the Life-limited parts rule sometime in October, with a final rule being issued as early as July, 2001.

Another rulemaking project on the FAA's calendar is the "FAR 3" rule, which would prohibit false state-

ments. There is still considerable debate about the scope of this proposal. FAA is uncertain whether it will issue a proposal to address only false statements or if the proposal will include "misleading" statements as well.

If the proposal addresses "misleading statements," then it will be important for the FAA to issue clear guidance about what is considered misleading; otherwise every term that is subject to diverse or multiple potential meanings could represent a "misleading" statement. This is a serious worry because existing U.S. regulations that address "deceptive" statements often are so burdensome that people cannot make statements concerning securities without first having their statements reviewed by lawyers. A word as commonly used as "traceability" is subject to multiple interpretations (some people think traceability to any certificate holder is adequate and others think the term means traceability to the original production approval holder).

ASA has raised this issue with certain FAA personnel; and ASA will do its best to assure that the new rule does not apply to common statements that use undefined terms. Expect to see the FAR 3 proposal before the end of this year.

Election Results

The Airline Suppliers Association is proud to announce that the membership's votes for the Board of Directors election have been counted, and the membership has re-elected Directors Paula Sparks of Avteam, Inc. and Bill Cote of The AGES Group, LP.

Bill Cote has been on the Board of Directors of Airline Suppliers Association since 1996. Bill has thirty-eight years experience in the aviation industry, the last ten years with The AGES Group, LP as Vice President of Corporate Quality.

Paula Sparks is starting her second term as a member of the Board of Directors. She began her aviation career in 1976 at Pratt & Whitney Service Center as an engine parts inspector. In 1997, Paula accepted a position at Avteam, Inc. She is currently their Vice President of Corporate Quality Assurance.

This year's election was hotly contested, and the ballot card was overflowing with highly qualified candidates.

Cote and Sparks will serve two year terms. Five other Directors positions will up for re-election in 2001.

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FAA Repair Station DQ3R458L

Phone (562) 595-6055 Fax (562) 595-8416
3333 East Spring Street, Long Beach, CA 90806 USA

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



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

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

No. 99-128
July 12, 2000

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

Allied Signal Engines ALF502, ALF507, T55L712, and T55L714.

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, maintenance organizations, and parts suppliers and distributors regarding aircraft engine oil seals that have been produced and sold without benefit of a Federal Aviation Administration (FAA) production approval. The oil seals, part no. 2-300-387-05 (NSN no. 5330-00-169-5088), are used to seal the bearing pack in the above-referenced Allied Signal engines.

BACKGROUND

Information received during a FAA suspected unapproved parts investigation revealed that EG&G Belfab (EG&G), 305 Fentress Blvd., Daytona Beach, FL 32114, produced and sold 179 oil seals (part no. 2-300-387-05) (cage code 99193) without benefit of PMA or direct ship authority. Although EG&G is a supplier of the oil seals to Allied Signal Engines, EG&G does not hold PMA and did not hold direct ship authority to sell the oil seals to third parties. Between April 1997 and October 1998, EG&G sold 179 oil seals bearing the Allied Signal part number to Transupport, Inc., Merrimack, NH. The oil seals are used for installation in Allied Signal housing subassembly nos. 4 and 5 bearing, part no. 2-141-930-03.

The following are the serial numbers and ship dates of the oil seals sold to Transupport, Inc.:

Part Name: Oil Seal
Part Number: 2-300-387-05

Serial Number	Date Shipped	Quantity
215-220	4-19-97	6
221-262	5-2-97	42
1114	5-2-97	1
263	5-27-97	1
285-288	7-15-97	4
289-313	10-14-97	25
314-338	12-15-97	25
339-363	3-20-98	25
364-388	5-2-98	25
1950-1954	9-4-98	5
1956-1962	9-4-98	7
1964-1967	9-4-98	4
2411-2420	10-23-98	9

RECOMMENDATION

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, maintenance organizations, parts suppliers, and distributors should inspect their aircraft, aircraft records, and/or aircraft parts inventories for any of the above-referenced oil seals purchased from either EG&G or Transupport, Inc. If any of the oil seals are installed on aircraft, appropriate action should be taken. If any of the oil seals are found in existing parts stock, it is recommended that the seals be quarantined to prevent installation until a determination can be made regarding each seal's eligibility for installation.

FURTHER INFORMATION

Further information may be obtained from the FAA Manufacturing Inspection District Office (MIDO) indicated below. The FAA would appreciate any information concerning the discovery of the above-referenced parts from any source, the means used to identify the source, and the action taken to remove the parts from service.

This notice originated from the Orlando MIDO, 5950 Hazeltine National Drive, Room 405, Orlando, FL 32822, telephone (407) 855-9050, fax (407) 438-1900; and was published through the FAA Suspected Unapproved Parts Program Office, AVR-20, telephone (703) 661-0581, fax (703) 661-0113.

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UNAPPROVED PARTS NOTIFICATION



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

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

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July 17, 2000

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

AFFECTED PART

Electric motor used in anti-collision and wing position lights.

PURPOSE

The purpose of this Unapproved Parts Notification is to advise all aircraft owners, operators, maintenance entities, manufacturers, suppliers, and aircraft parts distributors of the existence of electric motors, part number A8113-1, used in anti-collision and wing position lights, that are being misrepresented as having been produced by a Federal Aviation Administration (FAA) Production Approval Holder (PAH).

BACKGROUND

Grimes Aerospace (Grimes), 240 Twain Avenue, Urbana, Ohio 43078, PAH for the electric motor (part number A8113-1), reported to the FAA that they were notified of motors bearing the Grimes part number and having characteristics different from the motors produced by Grimes. Grimes indicated that the documentation accompanying the suspect motors was not traceable to any records in the Grimes manufacturing or shipping history.

According to Grimes, the distinguishing characteristics of the motors include the following:

- The size of the bearings in the suspect motors is different from the size of bearings in a Grimes motor.
- Grimes uses an ink stamp for the identification of the part; the suspect motors have identification affixed by metal plates.
- Grimes motors are not serialized; invoice documents indicate that the suspect motors have serial numbers 235 through 384.
- Both shaft ends on the Grimes motor are sealed; the shaft end(s) on the suspect motors is/are open. The shaft bearing is visible on the suspect motor.
- The wires protruding from the Grimes motor housing are sealed with a rubber grommet; the suspect motor's housing is sealed with silicon.

At this time, the FAA is not aware of any reported motor failures. This notification, however, is being issued because Grimes has stated the suspect motors cannot be traced to their production process; nor does any evidence exist that the suspect motors were manufactured under any FAA production approval process.

RECOMMENDATION

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, maintenance organizations, manufacturers' suppliers, and aircraft parts distributors should verify the FAA approval status of the anti-collision and wing position light motors. Motors that cannot be traced to a FAA-approved source should be considered suspect and reported to the local FAA Manufacturing Inspection District/Satellite Office (MIDO/MISO). If any of the referenced motors are installed on aircraft, appropriate action should be taken. If found in existing aircraft parts stock, it is recommended that the motors be quarantined to prevent installation until a determination can be made regarding each motor's eligibility for installation.

FURTHER INFORMATION

Further information regarding this investigation may be obtained from the FAA MIDO referenced below. The FAA would appreciate any information regarding the discovery of the above-referenced part from any source, the means used to identify the source, and the action taken to remove the part from service or stock.

This notice originated from the FAA Manufacturing Inspection District Office, One Crown Center, 1895 Phoenix Blvd., Suite 475, Atlanta, GA 30349, telephone (770) 703-6100, fax (770) 703-6108; 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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UNAPPROVED PARTS NOTIFICATION



U.S. Department
of Transportation
**Federal Aviation
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SUSPECTED UNAPPROVED PARTS PROGRAM OFFICE, AVR-20
45005 AVIATION DRIVE, SUITE 214
DULLES, VA 20166-7541

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July 17, 2000

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

AFFECTED AIRCRAFT

Installed on, but not limited to, Folker F28, Lockheed L1011, and Airbus 300 Series.

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, maintenance entities, parts distributors and suppliers regarding maintenance performed by Western Aircraft Support, Inc., outside the scope of its repair station certificate rating.

BACKGROUND

Incident to an unapproved parts investigation, it was determined that Western Aircraft Support, Inc. (WASI), 572 Airport Road, Ocean-side, CA 92054, a Federal Aviation Administration (FAA)-certificated repair station, No. R1XR002Y, had performed maintenance (repair and overhaul) outside the scope of its FAA-approved authority. Between December 1, 1998, and August 5, 1999, WASI performed maintenance on parts for the above-referenced aircraft when it did not hold the required repair station certificate ratings.

RECOMMENDATION

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, maintenance entities, parts distributors and suppliers should inspect their aircraft, aircraft records, and/or parts inventories for parts applicable to the above-referenced aircraft that have been maintained and returned to service by WASI between December 1, 1998, and August 5, 1999. If any of the parts are installed on aircraft, appropriate action should be taken. If any of the parts identified are found in existing stock, it is recommended that the parts be quarantined until a determination can be made regarding each part's eligibility for installation.

FURTHER INFORMATION

Additional information regarding this investigation may be obtained from the FAA Flight Standards 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 the parts from service or stock.

This notice originated from the San Diego FSDO, 8525 Gibbs Drive, Suite 120, San Diego, CA 92123, telephone (619) 557-5281, ext. 241, fax (619) 279-3241; and was published through the FAA Suspected Unapproved Parts Program Office, AVR-20, telephone (703) 661-0581, fax (703) 661-0113.

Need more information on identifying airworthy parts and "unapproved" parts?

Attend one of ASA's Continuing Education Workshops!

Each class is a full day seminar addressing a variety of subjects from basic aviation law for parts distributors to advanced topics like SUPs, hazmat, and some of the newest laws and policies affecting the industry.

Sept. 25Riverside Hotel, Fort Lauderdale, FL.	Nov. 6 Wyndham Garden Hotel, Newark, NJ.
Sept. 26Embassy Suites Hotel, Miami, FL.	Nov. 9 British Airways, London, UK.
Sept. 28Sumner Suites-ATL Airport, Atlanta, GA.	

The cost for this full day of training is just \$50 per person for employees of ASA member companies [cost is slightly higher for attendees at the London Workshop]. This is "must-have" training for anyone distributing parts in the aviation industry.

Call ASA at (202) 730-0270 for registration forms and other details!

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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. 98-220
July 17, 2000

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

Aircraft parts that are new, repaired, overhauled, or were inspected and approved for return to service between January 1, 1996, to the present by Air Electronic Corporation.

PURPOSE

This notice is to advise all aircraft owners, operators, maintenance entities, manufacturers, and parts suppliers that evidence exists to indicate that Air Electronic Corporation, a Federal Aviation Administration (FAA)-certificated repair station (CRS), has falsified documentation and has performed work for which it is not appropriately rated.

BACKGROUND

A series of Suspected Unapproved Parts investigations conducted by the FAA has revealed that Air Electronic Corporation (CRS No. EIQR023L) (Air Electronic), located at 1064 N. W. 53rd St., Fort Lauderdale, Florida 33309, has falsified documentation as well as inspectors' signatures. Evidence exists to indicate that Air Electronic has produced FAA Forms 8130-3, Airworthiness Approval Tags, for new parts without benefit of any supporting documentation. Evidence also exists to indicate that Air Electronic has returned to service parts that have been improperly repaired, that lack the necessary inspections, or that have been repaired outside Air Electronic's repair station rating.

This notice includes a *partial* list of parts that were identified as having been improperly approved for return to service.

RECOMMENDATION

Aircraft owners, operators, maintenance entities, parts suppliers, and manufacturers are encouraged to inspect their aircraft, aircraft records, and/or part inventories for the referenced part numbers associated with a FAA Form 8130-3 for new parts or approval for return-to-service record issued by Air Electronic Corporation on or after January 1, 1996, to the present. These parts may include parts returned to service that would not be appropriate for a holder of an avionics repair station rating. If any of these parts are installed or found in existing stock, it is recommended that a determination be made regarding the part's eligibility for installation.

FURTHER INFORMATION

Further information regarding this notice may be obtained from the FAA Flight Standards District Office (FSDO) listed below. The FAA would appreciate any information concerning the conditions, status, and 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. Information regarding additional parts not indicated on the attached list may also be reported to the referenced FSDO.

This notice originated from FSDO-17, 1050 Lee Wagener Boulevard, Suite 201, Fort Lauderdale, Florida 33315, telephone (954) 356-7520, extension 119 or 120, fax (954) 356-7531; and was published through the FAA Suspected Unapproved Parts Program Office, AVR-20, telephone (703) 661-0582, fax (703) 661-0113.

The following is a *partial* list of parts identified as having been improperly returned to service by Air Electronic Corporation.

Part Name	Part Number
1. Valve	8084018D
2. Switch	21SN41-13
3. Switch	90G138
4. Switch	4271A020101
5. Panel	A152
6. Valve	4004TC02
7. Valve	2004022-105
8. Valve	26501012
9. Valve	122546-2-1
10. Valve	122594-3-1
11. Valve	2690326-132
12. Connector	K97-63-601
13. ADI	48-60V5M1
14. Heated Tube	8921702G1
15. Light Assembly	60-1254-1
16. Light Assembly	2LA002606-01
17. Tach Generator	287494
18. Position Actuator	1523153-119
19. Radio Altimeter	AHV5-011A5
20. Ballast	3081-31
21. C Transformer	190QA-01
22. Control Panel	G2139A
23. Smoke Detector	RCG9-11-03
24. Indicator	522-4825-004
25. Indicator	522-329B-7A
26. Gyro	501-1114-01
27. Antenna VOR/ILS	S65-247-10

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UNAPPROVED PARTS NOTIFICATION



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

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

No. 99-139
July 10, 2000

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

Pratt & Whitney JT3D and JT8D Engine, High-Pressure Compressor Disks.

PURPOSE

The purpose of this notification is to advise all owners, operators, maintenance entities, and part suppliers/brokers of the possibility of un-airworthy Pratt & Whitney (P&W) JT3D and JT8D high-pressure (HP) compressor disks affected by Airworthiness Directives (AD) 98-12-07 and 96-23-10.

BACKGROUND

A records review conducted by the Federal Aviation Administration (FAA) at several certificated repair stations has identified 179 JT8D and JT3D HP compressor disks with one of the two conditions given below. Part numbers and serial numbers of the suspect disks are identified in Table 1 of this notice. AD 98-12-07 and AD 96-23-10 mandate corrosion inspections of certain JT8D and JT3D HP compressor disks, respectively. Two improper overhaul conditions have been identified that relate to the unsafe condition identified in those AD's.

(a) **Failure to perform a corrosion inspection after stripping a HP compressor disk, prior to shotpeening and replating the disk.** Pratt & Whitney's Standard Practices Manual and the JT8D and JT3D engine manuals (EM's) instruct repair personnel to perform all required inspections prior to performing repairs. Shotpeening of the disk is considered a repair, and thus all required inspections should be accomplished prior to performing shotpeening. Failure to perform the corrosion inspection in accordance with the instructions in the EM and in the prescribed sequence constitutes a non-compliance with the engine manual and may be in violation of FAR Part 43. In addition, shotpeening prior to performing the corrosion inspection will mask the condition the AD's are intended to address.

(b) **Failure to perform a fluorescent magnetic particle inspection (FMPI) on HP compressor disks after stripping the disks, prior to shotpeening and replating.** The engine manual provides specific instructions for stripping and inspecting HP compressor disks. Those instructions require a FMPI after stripping the disk and prior to shotpeening the disk. Failure to follow the instructions in the prescribed sequence constitutes a non-compliance with the engine manual instructions and could mask the condition the AD's are intended to address.

At the request of the FAA, several repair stations have notified operators of the discrepancies. In addition to the repair stations that have notified operators regarding the discrepancies, the following repair stations may also have improperly approved compressor disks with the noted discrepancies for return to service.

A's Engine Specialties, Inc.	(E21R), Miami, FL
Aviation Engine Services, Inc.	(ENVR), Miami, FL
Suntek Repair Center	(TCQR), Miami, FL, Terminated

RECOMMENDATION

All owners, operators, maintenance entities, and part suppliers/brokers should review their inventories for any of the disks listed in Table 1 of this notice [NOTE: Table 1 not printed here; see internet at <http://www.faa.gov/avr/sups/99-139.txt>]. Disks that are not currently installed in engines may not be eligible for installation due to discrepancies (the subjects of the AD's) which were masked by improper inspection and repair procedures if shotpeening had been performed on the disks prior to corrosion inspection.

The FAA is not aware of any non-destructive methods to inspect the disks that will reveal the presence of any discrepancies, thus bringing them into compliance with the AD's. Any repairs developed that attempt to bring the disks into compliance will be classified as a major repair and will require FAA approval. In addition, the operator may have to request an approval of the repair as an alternate method of compliance (AMOC) with the AD's in accordance with the instructions provided in the AD's.

For disks currently installed in engines, if it can be shown that alternative procedures used by the subject repair stations provide an acceptable level of safety, those procedures may be eligible for AMOC approval. An AMOC, if approved, may allow the subject disks to con-

tinue in service until the next accessibility of the HP compressor. Operators must either remove the subject disks from service or evaluate the maintenance records of the subject disks to determine if an acceptable level of safety has been maintained. If operators determine that an acceptable level of safety has been maintained, they may submit their AMOC request-- supported by the documented inspections and repairs-- through their FAA principal maintenance inspector to the FAA, Manager, Engine Certification Office (ANE-140), 12 New England Executive Park, Burlington, MA 01803, for approval. In support of AMOC requests, operators must submit the results of a maintenance records' search for each disk. The submittal must document the engine serial number, installation date, type of coating removed, type of coating reapplied, inspections performed, and sequence of those inspections in conjunction with other disk repairs.

FOR FURTHER INFORMATION CONTACT

Further information regarding this notice may be obtained from the FAA offices indicated below. The FAA would appreciate any information concerning the condition, status, and discovery of the above-referenced parts from any source, the means to identify the source, and actions taken to remove the parts from the aircraft and/or stock. This information should be forwarded to the FAA Flight Standards Service, Aircraft Evaluation Group, ANE-200, 12 New England Executive Park, Burlington, MA 01803, telephone number (781) 238-7887. This notice originated from the FAA Miami Flight Standards District Office and was published through the FAA Suspected Unapproved Parts Program Office, AVR-20 telephone (703) 661-0581, and 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



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

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

No. 97-012
July 26, 2000

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

All propellers maintained, altered, or approved for return to service by Thunderbird Propellers, Inc., of Bethany, OK.

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, maintenance organizations, parts suppliers, and distributors regarding propellers improperly maintained, altered, or approved for return to service by Thunderbird Propellers, Inc. (Thunderbird), 5410 N. Rockwell, Bethany, OK 73008. Thunderbird previously held Air Agency Certificate No. IG2R897K.

BACKGROUND

Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed that Thunderbird had failed to accomplish maintenance in accordance with the manufacturers' maintenance manuals or FAA-accepted procedures. Improper procedures included machining and shotpeening of propellers that may have obliterated defects that were beyond repairable limits. Evidence indicated that Thunderbird installed incorrect hardware and falsified work orders and other documentation associated with approving the propellers for return to service. The FAA has been unable to determine the exact time span during which these improprieties occurred; therefore, all propellers are considered suspect.

RECOMMENDATION

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, maintenance organizations, parts suppliers, and distributors should inspect their aircraft, aircraft records, and/or aircraft parts inventories for any propeller work accomplished by Thunderbird. If any propellers are installed on aircraft, appropriate action should be taken. If any are found in existing aircraft stock, it is recommended that the propellers be quarantined to prevent installation until a determination can be made regarding each propeller's eligibility for installation.

FURTHER INFORMATION

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

This notice originated from the Oklahoma City FSDO, 1300 S. Meridian Blvd., Suite 601, Oklahoma City, OK 73108, telephone (405) 951-4200, fax (405) 951-4282; and was published through the FAA Suspected Unapproved Parts Program Office, AVR-20, telephone (703) 661-0581, fax (703) 661-0113.

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UNAPPROVED PARTS NOTIFICATION



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

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

No. 99-180
July 17, 2000

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 AIRCRAFT

Bell Helicopter 206L-1, 206L-3, 206L-4

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, maintenance entities, suppliers, and distributors of improperly overhauled transmission assembly components for the above-referenced aircraft.

BACKGROUND

On September 20, 1995, a Bell 206L-1, registration number N2777W, was involved in a blade strike accident causing substantial damage to the aircraft that included torsional yielding of the main rotor mast. Quality Aircraft, Inc. (Quality), an aircraft parts distributor located at 1161 Cedar Dr., Midlothian, TX 76065, subsequently purchased the damaged aircraft. Quality utilized Galactic NDT Services, Inc., to perform magnetic particle and liquid penetrant inspections on the transmission parts. Galactic was not informed that the transmission had been involved in an accident, and therefore did not conduct additional hidden-damage inspections. The Bell Helicopter Maintenance Manual, BHT-206L1-MM-1, states: "CAUTION: If the main rotor mast has evidence of torsional yielding, the mast assembly, transmission assembly, main driveshaft, and freewheeling assembly shall be considered unserviceable and scrapped." The parts listed below may have been contained in the accident aircraft transmission assembly.

RECOMMENDATION

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, maintenance organizations, suppliers, and distributors should inspect their aircraft, aircraft records, and/or aircraft parts inventories for any of the above-referenced parts originating from Quality Aircraft, Inc. If any of the parts are installed, appropriate action should be taken. If any of the parts identified in the above list are found in existing stock, it is recommended that the parts be quarantined until a determination can be made regarding each part's eligibility for installation.

FURTHER INFORMATION

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

Part Name	Part Number	Serial Number
Link Attachments	206-033-513-001	B12-2520, B12-2567, B12-2658, and B12-2715
Stop - R/H	206-033-542-001	N/A
Stop - L/H	206-033-542-003	7925-3
Gear - Pinion	206-040-020-009	B12-7420
Gear - Spiral	206-040-025-001	B12-6138
Nut	206-040-046-003	N/A
Nut	206-040-047-001	N/A
Housing	206-040-052-009	B12-5194
Tube	206-040-064-001	N/A
Ring Spacer	206-040-068-001	N/A
Housing - Bearing	206-040-091-003	B12-8180
Gear - Ring	206-040-124-003	B12-11499
Housing	206-040-129-001	N/A
Filter - Head	206-040-525-001	B12-927
Dowel	206-040-528-001	N/A
Case - Main	206-040-530-001	B12-283
Case	206-040-531-001	B12-880
Case Top	206-040-532-005	B12-793A
Support - Lower	206-040-533-001	B12-763
Nut	206-040-539-009	N/A
Gear - Shaft	206-040-540-003	B12-1091
Gear - Sun	206-040-562-103	B-3307

This notice originated from the Dallas FSDO, 3300 Love Field Drive, Dallas, TX 75235, telephone (214) 902-1827, fax (214) 902-1862, and was published through the FAA Suspected Unapproved Parts Program Office, AVR-20, telephone (703) 661-0581, fax (703) 661-0113.

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UNAPPROVED PARTS NOTIFICATION



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

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

No. 2000-107
July 17, 2000

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

General Aviation Aircraft – Continental and Lycoming reciprocating engines.

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, maintenance entities, and parts suppliers and distributors regarding improper maintenance or overhaul performed on the above-referenced engines between May 23, 1997, and January 25, 2000, by Colonial Aviation, 8640 Airway Blvd., New Port Richey, FL 34654-5106, or returned to service under Mechanic Certificate (Airframe and Powerplant Ratings) No. 043341932.

BACKGROUND

Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation indicated that Colonial Aviation overhauled a Lycoming engine without using the current maintenance manual, instructions for continued airworthiness, or other acceptable data. Evidence also indicates that the engine overhaul was performed without conducting the required magnetic particle inspection required by Avco Lycoming Overhaul Manual and Service Instruction 1285.

A facility inspection conducted at Colonial Aviation revealed that Colonial Aviation did not possess magnetic particle inspection equipment, glass bead cleaning equipment, or the engine test stand instrumentation required by Lycoming to conduct overhauls.

RECOMMENDATIONS

Regulations require that type-certificated products conform to their type design. It is recommended that aircraft, aircraft records, and aircraft parts inventories be inspected and reviewed for engines or engine parts maintained, overhauled, or returned to service by Colonial Aviation, or under the Mechanic Certificate (Airframe and Powerplant Ratings) No. 043341932. If any of these parts are installed or found in existing stock, it is recommended that appropriate action be taken to verify that maintenance or overhaul instructions have been complied with.

FURTHER INFORMATION

The Tampa Flight Standards District Office (FSDO), 5601 Mariner Street, Balboni Bldg., Suite 310, Tampa, FL 33609, telephone (813) 639-1540, would appreciate any information regarding the discovery of these engines from any source, the means used to identify the source, and the actions taken to remove the affected engines from aircraft and/or stock.

This notice originated from the South Carolina FSDO. Additional information regarding this notice may be obtained by contacting Donald V. Dodge, FAA Aviation Safety Inspector, at (803) 765-5931. This notice was published through the FAA Suspected Unapproved Parts Program Office, AVR-20, telephone (703) 661-0580, fax (703) 661-0113.

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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@airlinesuppliers.com 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 and seven are now on-line, as well as the first several issues of this Volume.

UPCOMING EVENTS

* = *Schweitzer, Lewis or Dickstein will be speaking there*

- | | |
|--------------------|--|
| Sept. 6-8 | Aviation Week's MRO Europe , Paris, France. Call (800) 240-7645. |
| Sept. 9-12 | * Air Carrier Purchasing Conference , Nashville, TN. Call (561) 434-1512 or fax (561) 434-1944. |
| Sept. 13-14 | US Valuation Conference , Falls Church, VA. Call Commercial Aviation Events: +44 18 9251 5364. |
| Sept. 13-14 | Aircraft Quality & Safety Conference , Brussels, Belgium. Call: +44 20 7931 7072 for details. |
| Sept. 18-20 | Speednews Suppliers Conference in Europe , Toulouse, France. Call (310) 203-9603 for details. |
| Sept. 18-21 | European School of Aircraft Economics , Buckinghamshire, England. Call: +44 20 7779 8681. |
| Sept. 25 | * ASA Workshop , Riverside Hotel, Fort Lauderdale, FL. Call (202) 730-0270 for details! |
| Sept. 26 | * ASA Workshop , Embassy Suites Hotel, Miami, FL. Call (202) 730-0270 for details! |
| Sept. 27-28 | AIC Aero-Engine Overhaul & Maintenance Conference , London, UK. Call +44 20 7931 7072 |
| Sept. 28 | * ASA Workshop , Sumner Suites-ATL Airport, Atlanta, GA. Call (202) 730-0270 for details! |
| Oct. 10-12 | NBAA 2000 Convention , New Orleans, LA. Call (202) 783-9000 for more information. |
| Nov. 5-7 | Regional & Corp. Aviation Industry Suppliers Conference , Rancho Mirage, CA. Call (310) 203-9603. |
| Nov. 6 | * ASA Workshop , Wyndham Garden Hotel, Newark, NJ. Call (202) 730-0270 details! |
| Nov. 9 | * ASA Workshop , British Airways, London, UK. Call (202) 730-0270 for details! |

The ASA 2001 Annual Conference will be held at the Breakers Hotel in Palm Beach, FL, July 8 -10. The hotel for the 2000 Annual Conference was sold out weeks before the event, so make your 2001 reservations early!

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

August 2000