



# The Update Report

The Airline Suppliers Association

Volume 7, Issue 2

February 1999

## EXPORT TESTIMONY

### 8130-3 as an Export Airworthiness Form

The United States isn't the only place where you hear debate about the 8130-3 airworthiness approval form. There is ongoing debate in Europe concerning the form - what it is and what it means to the foreign national who obtains a US-made part with the 8130-3 form.

The 8130-3 has a number of uses, but one of those uses is as an export airworthiness document. Only the FAA, or the FAA's designee, can sign the 8130-3 for export purposes. The 8130-3 form is used for exporting both class II articles (TSOA parts and complicated parts) and class III parts (all other piece-parts). Commonly, the only designees who can sign an 8130-3 for export airworthiness approval of a class III parts are DMIRs and DARs that work directly with the production approval holder. All DARs are eligible to wield the privilege of issuing export airworthiness approvals for Class II parts (however, the FAA does not grant this privilege to all DARs).

Under current United States policy, the destination of the part makes a difference in the analysis that underlies the form. If the part is destined for one of the 29 countries with whom the United States has a bilateral airworthiness agreement (BAA), then the FAA designee who signs the form will determine whether any special exceptions apply to the article being ex-

ported under the regulations of the target country's CAA. The FAA designee is responsible for noting these special exceptions on the 8130-3 form.

From a United States legal perspective, the 8130-3 form facilitates export, providing the importing country with a U.S. declaration of airworthiness, but it is not a required element for export. Under U.S. law, there is nothing wrong with exporting an aircraft part to a foreign nation without an 8130-3 - but it is up to the foreign civil aviation authority (CAA) to determine whether the part is acceptable for installation under the foreign nation's aviation rules.

In the past, foreign CAAs have usually accepted most forms of documentation so long as the paperwork was adequate to demonstrate the airworthiness of the part. For example, the 8130-3 may be issued for domestic airworthiness purposes. Some exporters have successfully used domestically-issued 8130-3 forms in lieu of export 8130-3s. In other cases, foreign users may be willing to accept other documents, like an air carrier's approval for return to service, or even an overhaul tag from a repair station.

Among the nations that make up the Joint Aviation Authorities, new JAA guidance has made the 8130-3 form

*(Continued on page 18)*

### Inside this Issue:

Northwest Offers 8130-3s .....	15
ASA Workshops .....	15
FQA Recommendations .....	16
OSHA's Ergonomics Draft .....	17
FAA Suspends a Repair Station ....	17
Around the Industry .....	18
Greg Weber Obituary .....	19
Unapproved Parts Notice .....	20
Your Association in Action .....	21
FAA Fails Y2K Test .....	21
Y2K Preparations .....	22

### Congratulations to:

**Aerospace Sales,  
a Division of A. Biederman  
Glendale, CA**

**Capitol Aircraft, Inc.  
Springfield, IL**

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

Keep monitoring,  
<http://www.airlinesuppliers.com>  
for a growing list of  
FAA accredited distributors.



## A Message from ASA's President

Have you started to review your companies computer and support system for Y2K compliance? If not, you better get started before you lose business.

Recent articles in the newspapers and magazines report that several major non-aviation manufacturers have required that their suppliers provide Y2K compliant statements or copies of their Y2K programs by March 31st in order to continue as a supplier.

If you do not have a Y2K compliance plan and a disaster plan in place, you should. While the millennium is a major event, life is going to go on after the date and so should your business.

We know the basic computer problems caused by the year 2000, and unfortunately there may be other problems that will go undetected until they occur. However, there is no reason why your business should not protect itself from the known problems.

How do you begin to protect your business? Reread the articles in *The Update Report* on Y2K. Pay careful attention to last month's article on the Y2K Information and Readiness Disclosure Act (Y2K IRDA). This month's newsletter has an article by Zvi Marcus that explains the basic Y2K issue. You need to understand the issue before you can begin to address it.

Even though ASA does not sell parts, we have received Y2K questionnaires with deadlines for compliance from air carriers, manufacturers and distributors. Some of the questionnaires are confusing. Many of them include certification statements that may have legal implications.

Before answering a questionnaire that asks you to certify to compliance you may want to have an attorney review the statements - one who is familiar with the Y2K IRDA. Companies may want to develop standard letters for responding to their business partners concerning Y2K readiness. Any letter like this should be developed with the assistance of your attorney.

ASA will be discussing Y2K at our workshops and annual conference, but don't wait until then to start developing your compliance plan or it may be too late.

Best regards

Michele Schweitzer

### Board Of Directors:

<b>Karen Borgnes</b>	253-395-9535
Pacific Aero Tech, Inc.	
<b>John Butler</b>	818-768-7000
Time Aviation Services, Inc.	
<b>Bill Cote</b>	561-998-9330
The AGES Group	
<b>Fred Gaunt</b>	310-829-4345
Pacific Air Industries	
<b>Paula Sparks</b>	954-431-2359
AVTEAM	
<b>Mike Molli</b>	847-836-3100
Scandinavian Airlines System	
<b>Mitch Weinberg</b>	305-685-5511
International Aircraft Associates	

### Officers:

<b>Karen Borgnes</b>	425-395-9535
Corporate Treasurer	
<b>Jason Dickstein</b>	202-216-9140
Corporate Secretary	
<b>Michele Schweitzer</b>	202-216-9140
President	

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

Jason Dickstein, Vice President  
Airline Suppliers Association  
636 Eye Street, NW, Suite 301  
Washington, DC 20001

voice: 202-216-9142

fax: 202-216-9227

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 202-216-9140. Subscription cost is \$120.00 US per year.

Copyright © 1993 - 1999, The Airline Suppliers Association. All rights reserved.

## Northwest to Offer 8130-3s with their Airworthy Surplus

Many distributors complain that air carriers sell inventories with very little documentation. The same air carriers, though, are increasing their demands for documentation on the part that they purchase. In more than one case, air carriers selling inventories have been accused of selling parts that they would never repurchase, for lack of adequate documentation.

One air carrier has agreed that it cannot expect the aftermarket to supply it with well-documented parts unless it is willing to extend the same courtesies to the aftermarket.

Last summer, Northwest Airlines announced that it would no longer accept parts through its receiving inspection system unless those parts met certain documentation criteria designed to assure the airworthiness of the part (see

6 The Update Report 61, June 1998). At that time, ASA and Northwest discussed Northwest's new program, and Northwest admitted that the system could not work unless air carriers began to provide adequate documentation with the inventories they sold. Northwest pledged to lead the industry by applying their own receiving standards to their outgoing documentation as well. Northwest pledged to perform the necessary inspections on parts that were sold to enable the carrier to tag those outgoing parts with 8130-3 forms.

On Monday, February 15, Northwest Airlines officially discontinued using the NWA serviceable parts tag. As of that date, Northwest uses the FAA 8130-3 Airworthiness Approval Tag as Northwest's official form for approving parts for return to service.

This means that the parts that Northwest sells, as of that date, should include the same level of paperwork that Northwest would demand in its own incoming receiving inspection.

Northwest Project Engineer William H. 'Tip' Tipton was one of the people responsible for Northwest's decision to use the 8130-3 as a uniform traceability document. Tipton explained that "Results from the initial launch are very favorable."

Northwest undertook this 'uniform documentation' pledge with the knowledge that it might cost them a little more, but they asserted that the company was committed to providing aftermarket leadership in an effort to raise the level of quality assurance through appropriate documentation. Such lofty ideals are common among

*(Continued on page 19)*

---

### The Airline Suppliers Association Continuing Education Series Presents

#### The 1999 ASA Annual Workshop:

### **Better, Stronger, Smarter:**

## **Preparing for Aircraft Parts Distribution in the New Millennium**

March 16 - Los Angeles, CA  
March 18 - Seattle, WA  
March 31 - Newark, NJ

April 6 - Fort Lauderdale, FL  
April 7 - Miami, FL  
April 22 - Phoenix, AZ

April 28 - Chicago, IL  
April 30 - Dallas, TX  
May 12 - Atlanta, GA

*The new millennium is around the corner. The rules are changing. Will you be one of those who take advantage of the new rules or will the new rules take advantage of you?*

This full day workshop features classes in both introductory and advanced subjects that are critical to successful business. In addition to aviation and regulatory (FAR) subjects, the workshop will also address commercial law subjects to help you get the most out of your transaction. It is designed to appeal to both the industry novice and the seasoned veteran. Tuition is \$50 per person. Space is limited.

Registration forms were faxed to all ASA members. For more information or an additional registration form see ASA's web site at <http://www.airlinesuppliers.com/workshop.html> or contact Charles Cunningham at ASA: Phone: (202) 216-9140 - Fax: (202) 216-9227

## Commerce Makes Significant FQA Recommendations to Congress

The Department of Commerce has completed a five month study of the Fastener Quality Act, and has recommended that the Act undergo a substantial overhaul before being implemented, if it is implemented at all.

Congress passed the Fastener Quality Act in 1990 in an effort to address perceived threats to the American infrastructure caused by substandard fasteners. After several years, the National Institute of Standards and Technology (NIST) promulgated regulations that would provide for the accreditation of laboratories and the mandatory testing of fasteners in accredited laboratories. This created a burdensome system that threatened to overwhelm the industry. On August 14, 1998, the President signed a law that delayed implementation of the Act until a study could be conducted to investigate whether there was a continuing need for a Fastener Quality Act.

As part of this Congressionally-mandated study, the Department of Commerce accepted 137 comments written by 128 persons, including the Airline Suppliers Association. The commenters came from every aspect

of the fastener industry. Of those 137 comments, only 6% favored implementation of the FQA. The remainder recommended repeal or significant modification.

The results of this study were submitted to Congress on February 24, 1999. The Commerce study concluded that there have been a number of positive changes in the fastener industry, including better federal procurement practices, and significant advances in manufacturing technology. As a consequence, the FQA is no longer needed for most fasteners.

The Commerce study explains that if Congress decides to amend the Act rather than repealing it, then Congress should limit the scope of the Act only to high strength fasteners (those with a minimum tensile strength of 120,000 psi (830 MPa). To achieve this, Commerce recommends that only grade-marked fasteners manufactured to a consensus or government standard be covered by the Act. The recommendations would exclude those fasteners that reference such standards without specifically being manufactured to them - this would therefore exclude

some aviation fasteners that are manufactured under FAA quality oversight despite a reference to a standard, like those manufactured under the Fastener Technical Standard Order.

Because many problems associated with fasteners involve fraud, the FQA study recommends that Congress pass a new criminal law that establishes special penalties for fraud involving fasteners in either public or private commercial transactions.

The next step in the life of the Fastener Quality Act is likely to be Congressional action; however it is unknown whether Congress will follow the study's recommendations exactly, or will simply revoke the FQA. In the wake of this critical report, though, it is unlikely that the FQA will ever be implemented in its current form.

The FQA report was prepared by James Hill of the Department of Commerce. A copy of the report is available through ASA's website.

*advertisement*

**When You Have Critical Needs In Overhaul & Repair, Aero Technology Has All The Solutions.**

The professional care Aero Technology offers you in service and technology is unmatched in the avionics industry. Our rapid response rate to your critical needs from a highly experienced staff makes us tops in the repair and maintenance field.  
Call us now for more details.

- Convenient SITA/SPEC 2000 Order & Repair Administration (LGBGHXD)
- Airworthiness approvals from JAA, CAAC, DGAC, DGCA, FAA
- Sales and Service Center for: Bendix/King, British Aerospace, Canadian Marconi, Collins/Rockwell Int., Gables, Lockheed Martin, Loral/Fairchild, Sperry/Honeywell, Sundstrand, Teledyne.



**aero technology** Phone (562) 595-6055 Fax (562) 595-8416  
FAA Repair Station DQ3R458L 3333 East Spring Street, Long Beach, CA 90806 USA

## OSHA Publishes a Draft Ergonomics Standard

Can your employees sue you for failure to provide wrist pads in front of the computer? They may be able to in the near future.

The Occupational Safety and Health Administration (OSHA) has been working for many years on developing ergonomics rules for the workplace. OSHA describes Ergonomics as "the science of fitting the job to the worker." It is the study of the way that people work and the way that they can work more safely. Ergonomic studies have shown that workers who perform repetitive motions, do their work in awkward positions, or use a great deal of force to perform their jobs may injure themselves through work-related musculoskeletal disorders. Occupational safety experts have long

discussed an ergonomics rule that would protect workers from performing tasks that could cause work-related musculoskeletal disorders. A draft program standard for ergonomics is now available through OSHA. The standard would require employers to establish a program in the workplace to identify and control hazards that are reasonably likely to cause or contribute to work-related musculoskeletal disorders.

The current standard is limited to facilities that involve manufacturing or manual handling (this would probably include distribution). It imposes upon

the employer an obligation to identify and mitigate working conditions that could lead to ergonomic distress. The problem is that a standard that is too broad could provide the basis for employee claims that any ache or pain represents an ergonomic distress.

OSHA plans to publish its proposal in the Federal Register in September 1999, with the idea that it would become a final rule in the year 2000. A copy of the OSHA Ergonomics Standard is available through ASA's web page.

Copies of documents referenced in this issue of The Update Report can be found on the internet:  
<http://www.airlinesuppliers.com/7tur.html#2>

### GOVERNMENT OVERKILL

## Repair Station Shut Down for Photocopying Violation

The FAA has suspended a repair station's air agency certificate. Was it suspended for improper maintenance? For failure to follow inspection procedures? For unsafe operations? No, it appears that it was suspended to promote FAA inspector convenience.

FAA inspectors routinely visit certificate holders to inspect their operations. The FAA has a right to access a certificate holder's records. It is common practice for FAA inspectors to photocopy those records, so that they can review them in the comfort and convenience of their own office, rather than reviewing them on-site. Although this is common practice, some lawyers have argued that the FAA

does not have a right to make such photocopies - they only have the right to access the records at the facility of the certificate holder.

It seems that this question will get its day in court.

According to the FAA, the management at Beacon Aerospace refused to allow FAA inspectors to make photocopies of their records. The FAA claimed that being able to review the records on-site was insufficient. So the FAA suspended Beacon's repair station certificate for failure to permit photocopying.

Both FAA officials and Beacon's

lawyer, Jim Wade, confirm that no one believes there is any problem with the work that Beacon does. Beacon's right to operate is suspended because a FAA inspector found it inconvenient to review their records on-site.

No matter how this case comes out, shutting down a repair station that makes its records available for review but not for photocopying is overkill. The FAA could have tested this issue by issuing a monetary civil penalty. The claim that an inspector cannot review the records on-site is nothing more than rhetoric. This sets a frightening precedent for any business that does not immediately yield to the convenience of government agents.

## The 8130-3 as an Export Airworthiness Form

(Continued from page 13)

more important than ever to our European business partners. The JAA is attempting to make uniform acceptance of the 8130-3 form the European standard for parts imported from the United States.

The Joint Aviation Authorities has revised "JAA Administrative & Guidance Material Leaflet No. 11." That leaflet describes forms of aircraft components and materials that are considered acceptable to the JAA. In most cases, the leaflet directs JAA installers to be sure that components received from the United States are accompanied by an 8130-3 form.

The JAA leaflet addresses components that are manufactured under the PMA rules of the United States by saying that such parts may only be fitted to an aircraft of US origin if accompanied by an 8130-3 form.

The leaflet also addresses the issue of used components that have been maintained by a part 145 repair station that is JAA-accepted. It directs the JAA-accepted repair station to use the 8130-3 form for approval for return to service. When a JAR-accepted repair station performs work in accordance with JAR 145, and uses the 8130-3 form as an approval for return to service, the repair station should include the following text in block 13 (remarks): "Certifies that the work specified in block 12/13 was carried out in accordance with JAR 145 and with respect to that work the aircraft component is considered ready for release to service under JAA Acceptance Certificate Number [certificate number]." This language comes from a memo recently released by JAA Maintenance Director RC Williams. Distributors who have work done by JAA-accepted repair stations should

consider asking for this statement to be added to all future 8130-3 forms to facilitate sales to Europe.

Because the JAA leaflet represents European advisory guidance, it is likely to have an effect on the documentation that is considered acceptable to European CAAs. While it does not yet preclude a European customer from accepting other alternative documentation, it may lead the European CAAs to tighten their own documentation-acceptance policies with respect to parts obtained from the United States.

## AROUND THE INDUSTRY

### Industry Updates

On February 23, **Aviall** announced that it has retained Merrill Lynch & Co. to assist the Company in exploring possible strategic alternatives. Aviall has authorized its management to examine a range of possible transactions which may include a sale, joint venture or other transaction involving the Company or either of its two operating businesses, Parts Distribution and Inventory Locator Service.

**Speednews** announced on February 16 that they would begin publishing an on-line inventory of aircraft available for sale.

The **Speednews** Worldwide Aircraft

Availability page can be found on the internet at [www.speednews.com](http://www.speednews.com). Aircraft sellers may list their available aircraft along with all relevant data using the web-based input form. The list is growing quickly; Gilbert Speed announced that he had 242 aircraft on the list after it had been open for only three weeks.

**Speednews** is best known for their weekly newsletter, which the company began publishing in 1979. Speednews estimate that their newsletter is read by 40,000 executives in over 80 countries.

## INTERNATIONAL AFFAIRS

**Saudi Arabian Airlines** is offering its older aircraft for sale with a complete array of spare engines, tooling and spares inventory. These include seventeen Lockheed L1011-200s, and nine Boeing 737-200s. The aircraft are being sold because the airline has recently augmented its fleet with 39 Boeing 777-200s, 747-400s, MD-90s and MD-11s (and 22 more are on order). Saudi Arabian Airlines is also selling an L1011 flight simulator for pilot training. Further information may be obtained through:

Vice President of  
Materials Management  
Saudi Arabian Airlines  
CC: 880, Jeddah 21231  
Saudi Arabia

Facsimile: 966-2-684-2799

# Greg Weber Dies in Aircraft Accident



Gregory Weber  
President, Aviosupport

*When once you have tasted flight,  
you will always walk the Earth  
with your eyes sturned skyward;  
for there you have been and  
there you will always be.*

- Leonardo Da Vinci

The aviation community lost a friend this month: Greg Weber, the President and Co-Founder of AvioSupport.

Greg is reported to have been flying his own 1955 North American T-28 aircraft when he suffered a collision. He was flying in formation with another T-28. The crash occurred on Thursday, Feb. 4, 15 miles Northeast of Palm Springs, CA. The wreckage was located on February 6.

Greg was a member of the ASA Quality Assurance Committee. He was instrumental in developing the ASA Accreditation program. He never hesitated to remind the Committee about the way that the real world worked,

and always strove toward a quality standard that would protect against real world problems. He was known for his ability to keep calm during fierce debate, and his knack for finding reasonable compromises that satisfied the entire room. When the Committee needed to find the right words to express a quality issue, their eyes would usually turn to Greg's end of the table.

The members of the QA Committee counted on Greg to be a positive force for quality, with a nimble mind and a reasonable approach. These qualities also served him well in business, where he enjoyed a fine reputation. The entire industry will miss him.

## REGULATORY UPDATE

### Airworthiness Directives

#### Day-Ray Fluorescent Light Ballasts

The FAA has issued an Airworthiness Directive (AD) applicable to any transport category airplane that is equipped with certain Day-Ray fluorescent light ballasts installed in the cabin sidewall. The AD requires that the ballasts be replaced. Any distributor with light ballasts in inventory (including ballasts installed in cabin sidewalls) should examine this proposed AD carefully.

Copies of the AD are available at 64 Federal Register 6788 (February 11, 1999) or through the ASA website. The notice of proposed rulemaking was originally announced at 6 The Update Report 29 (March 1998).

#### Honeywell Avionics AD

The June issue of The Update Report (volume 6 page 69) reported on a proposed AD against Honeywell IC-600 Integrated Avionics Computers. That AD has become final.

The AD was prompted by a report of integrated avionics computer failures, which caused a "random reset" condition of the electronic flight instrument system. The AD requires operators to modify the IC-600 in accordance with a Honeywell Service Bulletin.

Copies of the AD are available at 64 Federal Register 1110 (January 8, 1999) or through the ASA website.

## DOCUMENTATION

### NW's 8130-3 Plan

*(Continued from page 15)*

politicians, but it is sometimes hard to believe that they can ever get implemented in real life. The fact that Northwest asks for the 8130-3 is an important commercial consideration for their business partners. The fact that Northwest offers the 8130-3 on the parts they sell is an important stride forward in the world of uniform quality assurance.

In a special note to ASA, Tipton wrote "...our thanks and appreciation to those of you that in some measure helped us along this road. We believe it was worth the effort." ASA hopes that Tipton's efforts will motivate other air carriers to offer the same level of documentation with their surplus that they demand from distributors in the receiving inspection.

*Unapproved Parts Notifications are published by the FAA's Suspected Unapproved Parts Program Office. They are republished here as a service to our readers. The Association is not responsible for the claims made by the Notification. All questions on the Notification should be directed to the FAA contact office listed in the Notification.*

## UNAPPROVED PARTS NOTIFICATION

Number 98-004  
December 8, 1998

**Affected Engine:** General Electric models CJ610 and CF700.

**Purpose:** The purpose of this Unapproved Parts Notification is to advise all owners, operators, and maintenance entities regarding improperly repaired and counterfeit engine parts.

**Background:** A suspected unapproved parts investigation revealed improperly repaired and counterfeit engine parts with accompanying false documentation. The parts were sold between January 1997 and March 1998 by 3D Industries, also known as The Engine Shop, located at 4553 Keller Road, Dallas, TX, 75248. The investigation also determined that many of these parts may have been previously scrapped, life limited military parts that were reconditioned and sold as new, serviceable commercial parts. Falsified engine logbook entries were also discovered. The number of known improperly repaired or counterfeit engine parts is estimated to be in the hundreds. The installation of these parts could result in sudden engine failure. The parts include, but are not limited to:

Torque Ring	P/N 37D401014P01
Wheel, 1 <sup>st</sup> Stage Turbine	P/N 6028T44P01 and 841B690P7
Case, Combustion	P/N 6013T84610
Disk, HPC	Various P/N for stages 1 through 8
Shell, Outer	6008T95G01
Shell, Inner	5016T30G02

**RECOMMENDATION:** Regulations require that type certificated products conform to their type design. Aircraft owners, operators, maintenance organizations, manufacturers, and parts suppliers should inspect their aircraft and/or aircraft parts inventory for any parts purchased, or which originated, from 3D Industries of Dallas, TX, within the above referenced time frame. Appropriate action should be taken if any of these parts have been installed on an engine. If found in existing aircraft parts stock, it is recommended they be quarantined to prevent installation in aircraft until such time they can be inspected for conformity and/or approved for return to service.

**Further Information:** Further information may be obtained from the Federal Aviation Administration (FAA), Flight Standards District Office (FSDO) shown below. The FAA would appreciate any information regarding the discovery of the above referenced unapproved parts from any source, the means used to identify the source, and the action taken to remove them from service or stock. Also, the FAA would appreciate information concerning premature engine failures attributed to the parts purchased from 3D Industries.

This notice originated from the Dallas FSDO, 3300 Love Field Drive, Dallas, TX 75235, telephone 214-902-1825, fax 214-902-1872 and was published through the Suspected Unapproved Parts Program Office, AVR-20, telephone 703-661-0581, fax 703-661-0113.

## ASA Publishes and Speaks Out for the New Year

Your Association leadership has been busy in the first two months of 1999.

ASA President Michele Schweitzer has been meeting with the SUPs Program Office and industry representatives on reissuing the SUPs pamphlet. The new pamphlet is expected to be published by the end of 1999.

ASA's Vice President Jason Dickstein has been meeting with several industry figures to discuss solutions to a variety of issues facing distributors, ranging from "accident-incident related parts" to documentation that should be expected when parts are "direct-shipped."

Check out the March 1999 issue of the Aviation Buyer's Directory. In addition to being the 50th anniversary issue, this issue also bears an article written by Dickstein. The article explains some of the basics of the 8130-3

form, and it represents a good primer for your customers who ask you about the form. Dickstein was also quoted in the February 22nd issue of Air Safety Week: ASW Editor David Evans quoted both from their interview and from the January issue of the Update Report in his own brief article on parts traceability.

Aircraft Technology, Engineering and Maintenance published an article on ASA in their January issue. Schweitzer was quoted on ASA's development, its goals and the accreditation program.

The FAA invited ASA to join them in a Suspected Unapproved Parts (SUPs) seminar in February. Dickstein joined Technical Specialists Roger Heard and Ken Gardner before 300 Miami aviation personnel. The audience (broken into two days of 150 people each), included employees and owners

from repair stations, air carriers, and distributors.

Anyone who has attended one of the SUPs training sessions will tell you that Heard and Gardner are two of the FAA's best instructors. They covered the primary SUPs training and Dickstein explained how reliance on an AC 00-56 quality system can help reduce the occurrence of SUPs.

Meanwhile, in the snowy wilds of Canada, Schweitzer met with air carrier representatives at the International Airline Trading Pool (IATP). This is a group of air carriers who maintain parts pools all over the world so that air carriers who are not close to their own depot of parts can still acquire AOG parts at many stations around the world. Schweitzer was in Vancouver to discuss using AC 00-56 as a quality standard for monitoring distributors that sponsor a part in the pooling process.

### AT 800 INDEPENDENCE AVENUE

## FAA Fails Y2K Test

Is the FAA ready for Y2K? According to Congress, the entire Department of Transportation receives a failing grade because half of their critical computer systems are not yet Y2K compliant.

Representative Stephen Horn (R-CA) is Chairman of the House Subcommittee on Government Management, Information and Technology. His Subcommittee's recent report graded the government on its Y2K readiness. While the government as a whole got a dismal C-, the FAA failed! Despite the FAA's claims that it will be ready in time, the Congressman chided them, saying "Although the problem of con-

verting these systems to the year 2000 was recognized long ago, its lack of attention - inside and outside the federal government - has turned this manageable problem into a potential crisis."

The Congressman warned that "The DOT is moving toward January 1 [2000] at a snail's pace." His Subcommittee's report placed most of the blame on the FAA's antiquated air traffic control system. The ATC system is comprised of more than 250 different computers. To assure the integrity of the ATC system, the FAA must check and fix 23 million lines of computer code.

### 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. Complete information is available on the internet at:

[http://www.airlinesuppliers.com/  
glueckler.html](http://www.airlinesuppliers.com/glueckler.html)

Nominations are due to ASA by March 31, 1999.

## Year 2000 Preparation

This article will attempt to explain the basic year 2000 problems, clarify their effects on business and give a general approach to solving those problems.

The basic year 2000 problem is using dates in the format 01/12/00 and thinking the year starts with 19. The easiest problem for most people to see is events that should be in the future may be mistakenly thought to have occurred 100 years in the past. While a human would recognize the ridiculousness of these results, a computer has no way to recognize patently ridiculous data.

There are other, more subtle problems associated with the year 2000. For example, the year 2000 is a leap year, like most years that are evenly divisible by four. In order to maintain our calendars appropriately, though, we skip three leap days every four hundred years, and these are omitted from the years that end in "00." The fourth "00" year, in this case 2000, retains its leap day. This means that the years 1700, 1800 and 1900 were not leap years. So there will be a February 29, 2000 but there wasn't a February 29, 1900.

The date problem may occur in computer software developed by the company or purchased from third party and in embedded systems. Embedded systems are defined by the IEEE as "...devices used to control, monitor or assist the operation of equipment, machinery or plant. 'Embedded' reflects the fact that they are an integral part of the system."

Embedded systems may be found in: aircraft avionics, elevators, alarm systems, business machines, valves, lighting controls, HVAC system controls, control systems and more.

**How can those problems affect your**

**business?**

*Failure of system* - devices with embedded processor may shut down the system if the wrong date is interpreted.

*Generation of bad data* - the computer that misreports a date may create all kinds of havoc with the system and you may not find all the effects until months later. In embedded systems that control production, poor quality products may be generated.

Your business may be affected also, by key suppliers who are not year 2000 ready and as a result cannot ship on time, and customers who cannot order or control receivables. This includes utilities and other important infrastructure such as: electric, gas, internet, shipping, etc.

The aviation industry has a high interaction between systems, for example among reservations, check-in and baggage. This interactivity is more pronounced than in most other industry sectors. Worldwide, round-the-clock operations mean that short interruptions to system availability can cause major inconvenience to customers. Longer outages of critical airline systems can have serious business and economic implications.

A recent Associated Press report said that while the airline industry promises planes won't fall out of the sky, "radar and air traffic control glitches could make it unsafe to fly over some nations."

**What should you do?**

Identify all hardware and software that will be needed to replace or upgrade. Upgrade of operating system may require you to upgrade the hardware too. If you are using a customized system

and decide to keep it, make sure it is carefully reviewed. All end-users spreadsheets and programs should be thoroughly examined. Provide enough time for testing of modified programs. You should be aware though, that testing may not uncover all defects.

Assess vulnerability of business relationships: identify your key suppliers and customers, and verify their year 2000 status. Large customers will expect your business to operate unhindered, into the new millennium

Last but not least, prepare a contingency plan, especially if you fixed an existing system, because you can never be sure that you fixed everything. You need to make preparations in case something does not work.

There are many products on the market that can help you to investigate the status of your PC hardware and software. If you do not have in-house expertise, make sure to hire outside help.

Remember, you can overcome the year 2000 problems by careful and comprehensive planning.

Not addressing it in a timely manner can lead to serious problems and loss of trading partners who will pursue trade with year 2000 compliant companies.

*Zvi Marcus has over ten years experience as a consultant to the aviation industry. He specializes in computer issues and solutions. He can be reached by sending email to him at [aviconzm@aol.com](mailto:aviconzm@aol.com).*

# AIRPAX

# Software Solutions

For Aviation Parts Sales & F.A.A. Repair Stations

Using AIRPAX is like using a *reliable* tool. Below are some satisfied clients who can tell you what AIRPAX means to them.

Avteam, Inc.

Danbee Aerospace, Inc.

Avatar Alliance, L.P.

Flight Director, Inc.

Aeronautical Support, Inc.

World Air Lease, Inc.

Certified Aircraft Parts, Inc.

Kellstrom Industries

M & M Aircraft Services, Inc.

PTS Aviation, Inc.

Lockheed Martin Aeronautical Support

Windward Air

Professional Aircraft Accessories

Tradewinds Engine Services

Corporate Rotable & Supply, Inc.

Source One Spares, Inc.

Flight Turbine Services, Inc.

Aero Support, Inc.

Corporate Jet Support, Inc.

Spectrum Aerospace, Inc.

Falcon Aero, Inc.

S. R. Aerospace, Inc.

Int'l Airline Support Group

Jet Support Corporation

Intertrade, Ltd.

Mitchell Aircraft Spares

**ACCESS**  
S · O · F · T · W · A · R · E

For information on how **AIRPAX** can help your business, please call:

**Access Software, Inc.** (561) 747-1217

880 Jupiter Park Drive · Suite 15 · Jupiter, FL 33458  
Web Page: <http://www.airpax.com> · E-mail: [sales@airpax.com](mailto:sales@airpax.com)

# 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/7tur.html#2>. 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

\* = ASA will be speaking there

- March 16** \* **ASA One-Day Workshop**, Los Angeles, CA. [Details on page 15.](#)
- March 16-17** **Speednews Aviation Industry Suppliers Conference**, Los Angeles, CA. Call (310) 203-9352.
- March 18** \* **ASA One-Day Workshop**, Seattle, WA. [Details on page 3.](#)
- March 31** \* **ASA One-Day Workshop**, Newark, NJ. [Details on page 3.](#)
- April 6** \* **ASA One-Day Workshop**, Fort Lauderdale, FL. [Details on page 15.](#)
- April 6-8** **MRO '99**, Atlanta, GA. Call (212) 904-3334 for details.
- April 7** \* **ASA One-Day Workshop**, Miami, FL. [Details on page 15.](#)
- April 14-15** **Purchasing and Aviation Suppliers Conference**, Brussels, Belgium. Call 44 171 931 7072 for details.
- April 18-21** **CCMA**, Puerto Vallarta, Mexico. For information send a fax to Aurore Rey at (33) 561 93 36 64.
- April 20-22** \* **NATA/PAMA AS<sup>3</sup>**, Phoenix, AZ. For information, call Joanne Stahling of PAMA at (202) 216-2378.
- April 22** \* **ASA One-Day Workshop**, Phoenix, AZ. [Details on page 15.](#)
- April 23-25** \* **ARSA Annual Conference**, Washington, DC. Call Sarah MacLeod at (703) 739-9513 for details.
- April 28** \* **ASA One-Day Workshop**, Chicago, IL. [Details on page 15.](#)
- April 30** \* **ASA One-Day Workshop**, Dallas, TX. [Details on page 15.](#)
- May 2-4** **ATA Engineering, Maintenance & Material Forum**, Memphis, TN. Call (202) 626-4081.
- May 10-12** **Regional Aircraft Association Annual Convention**, Phoenix, AZ. Call (202) 419-5113.
- May 12** \* **ASA One-Day Workshop**, Atlanta, GA. [Details on page 15.](#)
- May 12-15** \* **AEA Annual Meeting**, Atlanta, GA. Call for details (816) 373-6565.
- July 18-20** \* **ASA Annual Conference**, Marco Island, FL. See ASA's web site for more details.

Airline Suppliers Association  
636 Eye Street, NW, Suite 301  
Washington, DC 20001-3736  
Telephone: (202) 216-9140  
Facsimile: (202) 216-9227

Airline Suppliers Association

February 1999