Manufacturing Distributors Distributors Maintenance Operations Distributors

The Update Report

The Airline Suppliers Association

Volume 6, Issue 4 April 1998

COUNTDOWN TO THE FASTENER QUALITY ACT

FQA Fast Track to Implementation

What if the United States passed a law that required the impossible? Congress did just that; but the Department of Commerce is nonetheless finding a way to implement the Fastener Quality Act (FQA).

Few in our industry have been surprised by the fact that the FQA, passed by Congress in 1990, has taken almost the entire decade to implement. The Act requires that fastener manufacturers submit representative samples from each manufactured lot to accredited laboratories for testing. When the Act passed in 1990, the government didn't even have a process for accrediting laboratories!

After setting an implementation deadline of May, 1997, the National Institute of Standards and Technology (NIST - an office in the Department of Commerce) developed standards for accrediting laboratories. Unfortunately, NIST was unable to begin the accreditation process until late in 1997, so meeting the May deadline became impossible. An April 1997 Federal Register Notice postponed implementation until May 26, 1998, and explained that NIST would need to accredit between 328 and 457 laboratories to meet the compliance needs of the United States fastener industry. Until the number of accredited labs falls into this range, the infrastructure necessary to support the law does not yet exist and implementation would be likely to cause a severe hardship on American business (unless manufacturers simply ignore the law and operate in violation).

As of March 24, 1998 (the most recent day on which a public record was issued by NIST), NIST and its agents had accredited 147 laboratories. This is not even half of the number that would be needed for implementation just sixty days later! NIST has determined that implementation of the FQA may cause a burden on United States industry. To avoid the burden, it appears that NIST would have to once again postpone implementation, or else develop some alternative plan.

While conversations with NIST six weeks ago suggested that there was no plan to again postpone implementation, more recent conversations revealed that a delay of at least 60 days is in the works. That delay was published on April 14; the Federal Register notice extended implementation one final time until July 26. Distributors who have been training their receiving inspection personnel to look for FQA-compliant documentation for all fasteners will have to keep these personnel informed of the continuing status, and set plans to examine fasteners for the new documentation after this date.

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Inside this Issue:

Congratulations to:

TEN

new companies that have been accredited to the Airline Suppliers Association's Accreditation Program.

For the complete list, turn to page 39 of this edition of The Update Report!

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

ASA AIRLINE SUPPLIERS ASSOCIATION

A Message from ASA's President

Every so often it is good to review what you are doing to make sure that you are meeting your customers needs. ASA has been speaking with our members while "on the road," and has also been reviewing the surveys that we passed out to the attendees at our Continuing Education Series, *Taking Advantage of the Law in Your Aviation parts Business.* Through both sources, we found that many members had burning questions for their Association.

By far the biggest area of questions was the FARs. Everyone asked for more training on the FARs. ASA will continue to discuss the FARs at our annual conference and in The Update Report. We are also examining development of training material for members to use at their own facilities.

Another popular subject was SUPs. ASA is an active participant on the industry SUP Steering Committee. We ar eworking with the Committee to develop educational materials. ASA also publishes in The Update Report copies of SUP Notifications. At our annual conference we will devote a training session to protecting your company from purchasing unapproved parts.

Questions regarding direct ship authority were asked in several of the workshops. ASA advises members accepting parts from a manufacturer without FAA production authority (but claiming to have direct ship authority) to request a copy of the written authorization from the production certificate holder allowing the company to directly ship the part. The letter should be dated or otherwise address the scope of the authority; make sure the authority in the letter corresponds to your shipment!

Accident and incident related parts were a hot topic at all workshops. Accident and incident related statements are troublesome because there is no FAA guidance to define the terms - the most common definitions come from NTSB administrative distinctions! ASA is working on developing guidance for the members on accident/incident related material.

Finally, a lot of questions and confusion about traceability still remain. The problem is there are regulatory and commercial requirements, and these can be different! ASA will continue to work with the FAA and industry on standardization initiatives to help make traceability a more achievable goal.

If you have other issues that you would like to discuss, please feel free to call.

Best Regards
Michele Schweitzer

The Update Report
is a monthly newsletter of the Airline Suppliers Association. Questions/comments should be addressed to Jason Dickstein, Vice President, Airline Suppliers Association, 636 Eye Street, NW, Suite 301, Washington, DC 20001. Voice: 202-216-9140; 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 our members. For information on the Airline Suppliers Association Accreditation Program, ASA-100, Conferences, Workshops, Industry Memos, Advisory Circulars, or services 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.

Airworthiness Directory: Ni-Cad Batteries

The FAA is proposing a new airworthiness directive (AD) that would apply to the nickel cadmium batteries:

SAFT America Inc. P/N 021929-000 (McDonnell Douglas P/N 43BO34LB02)

SAFT America Inc. P/N 021904-000 (McDonnell Douglas P/N 43BO34LB03)

The proposed AD would require those with the affected batteries to replace all battery terminal screws, verify that the battery contains design specification cells, and replace the cells if the battery contains non-design specification cells.

SAFT America has issued a service bulletin that specifies procedures for replacing all terminal screws in an affected battery and verifying that the battery contains design specification cells. It is known as "SAFT Aviation Batteries Mandatory Service Bulletin Document No. A00027, Rev. F," and is dated January 15, 1998. This service information may be obtained from the FAA:

FAA, Central Region
Office of the Regional Counsel
Room 1558
601 East 12th Street
Kansas City, Missouri 64106

or directly from the manufacturer:

SAFT America, Inc.
711 Industrial Boulevard
Valdosta, Georgia 31601
telephone: (912) 245-2820
facsimile: (912) 245-2827

The proposed AD is the result of an incident where the cell screws on one of the affected batteries were exposed to chloride, which caused the heads of some fasteners to shear off and eventually resulted in the battery exploding. The AD is unusual because it is issued against parts and not against a product (an aircraft or engine); customers could therefore miss the AD and not realize that they may need to inspect and replace their ni-cad batteries.

Second Chance on the Fuselage Repair Rule

In the February issue of The Update Report, ASA reported that the FAA had issued a notice of proposed rulemaking concerning repair assessment for pressurized fuselages. The proposal changed the guidelines for creating instructions for continued airworthiness. The final rule could have an impact on the parts aftermarket by excluding certain parts from use in maintenance and alteration.

The FAA has extended the period for receiving comments - thay are now due by July 2, 1998. This extension is published at 63 Federal Register 16452 (April 3, 1998). This publication and the proposed rule change can both be accessed through ASA's web site.

More information on the proposal is available by contacting Dorenda Baker, Airframe and Airworthiness Branch, ANM-115, FAA Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW, Renton, WA 98055-4056; telephone (425) 227-2109, facsimile (425) 227-1100.

FAA Orders Installation of Safety Equipment in 737 Fuel Systems

The FAA is proposing that owners and operators of Boeing 737 aircraft install a variety of device in the fuel system designed to prevent fuel tank ignition. The proposal will soon be issued as an AD applicable against the -100, -200, -300, -400 and -500 models.

The proposed AD seeks to enhance the protection of the Fuel Quantity Indication System on Boeing 737 aircraft against transient electrical voltage spikes or short circuits. It would require installing transient suppression components, or shielding and separation to the fuel system wiring that is routed to the fuel tanks. It also would require installation of flame arrestors and pressure relief valves in the fuel vent system. Distributors with these parts in their inventories should pay careful attention to the industry needs reflected in this AD.

This proposal represents the latest in a series of FAA proposals prompted by the TWA 800 crash, which is believed to have been caused by explosive ignition within a fuel tank. In addition to this accident, the FAA investigated earlier accidents to support the AD, including the May 11, 1990 737-300 accident in the Philippines.

The preventive measures described in this fuel tank AD are expected to be similar to those found in the AD proposed by FAA last November for Boeing 747-100, -200, and -300 series aircraft. Each of these ADs is consistent with the NTSB recommendations issued in this area.

A complete copy of the proposed AD will be published in volume 63 of the Federal Register. Once published, a copy will also be available on the internet and will be accessible through ASA's web site.

New Method for Substantiating Emergency Evacuation Equipment

The FAA has issued a policy statement that permits applicants for amended type certificates and STCs to prove that the safety equipment meets certification standards through analysis instead of through costly demonstrations. This is just one way that the FAA is reducing the cost of designing aircraft and parts without adversely affecting the safety analysis associated with certification. Of course, reduced design cost can mean reduced cost to the emergency evacuation equipment distributor!

The FAA requires that an applicant for a type certificate demonstrate, though test, demonstration and analysis, how the proposed type design meets each element of the applicable airworthiness standards. One of those airworthiness standards requires the applicant to prove that the evacuation equipment meets certain criteria.

These criteria were first implemented in 1965, when the government introduced a new rule change that required type certificate applicants to perform full-scale evacuation demonstrations as a condition of type certification. The rule required a demonstration of a complete evacuation within two minutes, using only one-half of the available exits. A subsequent analysis was also required any time someone applied for approval of a major change in the cabin interior that would affect passenger exits, or would increase seating capacity by more than 5%.

Although the original requirement only applied to aircraft with 44 or more seats, it was rewritten two years later to apply to all transport category aircraft, and to cut the evacuation time limit to 90 seconds. Under the new rule, some interior alterations or increases in passenger capacity could be substantiated analytically, instead of through demonstration. This permitted manufacturers to rely on data they'd already developed to prove the efficiency of their evacuation equipment.

As the evacuation rule continued to develop, it became less clear when analysis could be used in place of evacuation demonstration for the certification of evacuation equipment. By 1989, there was no industry standard on when analysis could be used, so the FAA issued Advisory Circular (AC) 25.803-1, Emergency Evacuation Demonstrations. This AC provided specific demonstration test criteria, and discussed the use of analysis. It was interpreted to prohibit the use of analytical methods to support a seating configuration increase of more than 5%. Such alterations would have to be proven by an evacuation demonstration as a condition of FAA certification.

After almost ten years of operation under the AC, the FAA is now ready to recognize analytical methods for modeling evacuation in place of actual demonstrations. The FAA recognizes that analytical techniques are used to substantiate a wide variety of certification requirements, including requirements that reflect critical flight safety issues. As a consequence, the FAA has determined that where sufficient data are available, analysis may be an appropriate alternative to evacuation demonstrations. Of course, where there are insufficient pre-existing data to serve as a foundation for analysis, full-scale demonstrations will still be required.

The FAA plans to implement this new policy change immediately in the type certification process of the Boeing 777-

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Your Association in Action

ASA Promotes Industry on Two Continents

CCMA

Realizing the importance of representing her members, your devoted President ignored the State Department warnings against traveling to Cali, Colombia and addressed the 400+ atendees at CCMA, the Latin American air carriers' conference. The theme of this year's meeting was *Opening Doors*.

Michele Schweitzer was invited to speak about monitoring suppliers through the FAA Voluntary Industry Distributor Accreditation Program (AC 00-56). Other speeches addressed the impact of HR 145, Aviation in Latin America, and strategic alliances between international airlines.

The President of Avianca Airlines, Dr. Gustavo Alberto Lenis Steffens, passionately addressed the CCMA regarding the unfair treatment that the Latin American air carriers receive from the FAA. His focus was on the ICAO rating system for civil aviation authorities. The FAA rates other nations based on the ICAO standard. They may fall into category I: compliance, Category II: Conditional (non-compliances are being addressed) and Category III: Does not comply with ICAO standards.

Colombia falls into Category II. U.S. law permits only limited operation in U.S. airspace by foreign carriers from Category II nations. Dr. Steffens felt this unfairly penalized Avianca by limiting their growth without affecting the rate at which Colombia improved its own regulatory oversight system.

ASA opened plenty of doors at this year's CCMA; the Association looks forward to an increase in relationships with our Latin American partners.

CASE

Realizing the importance of representing his members, your devoted Vice President ignored the State Department warnings against traveling to St. Louis and addressed the CASE Air Carrier and Repair Station Sections.

Joined by QMS LP Vice President Roy Resto, Jason Dickstein provided the CASE attendees with an update on the ASA Accreditation Program. Dickstein focussed his presentation on recent changes in the implementation of AC-00-56, including improvements in the system and increased FAA recognition and support. Resto focused on a statistical analysis of the audit result trends, and the conclusions to be drawn from these statistics.

Dickstein reports that there has been no official change in CASE policy to ward AC 00-56. CASE will not be accrediting distributors; however the FAA has agreed to provide CASE audited companies with a similar legal presumption to that enjoyed by AC 00-56 accredited companies.

CASE voted to recognize add a new section to its ranks: the Aviation Supplier Section. Chaired by Gene Thomas, the Supplier Section is now developing their agenda.

ASA-100 Released

The long awaited revision to ASA-100 has been released! Copies of this revision, identified as 3.2, are being mailed to members; additional copies may be obtained through ASA.

All amendments have been marked with lines in the left hand margin, to make them easy to identify.

Congratulations to:

Aero Direct, Inc.
Arlington Heights, IL

Aero Support, Inc.
Miami, FL

Associated Sales International
Costa Mesa, CA

Autair Aviation, Inc.
Miami, FL

J & M Aircraft
North Hollywood, CA

LRT, Inc.
Mill Creek, WA

The Memphis Group
Memphis, TN

Southeastern Aviation Sales, Inc.
Miami, FL

TPI Aviation, Ltd
Dallas, TX

Trade Air, Inc.
Miami, FL

Web Aeronautical, Inc.
Miami Lakes, FL

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.

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Delay is not NIST's only response to their current problems. Many companies have complained that their statistical process control (SPC) systems are more efficient than the lot-wise sampling required by the FQA. In response to this, NIST published a Notice of Proposed Rulemaking (NPRM) that would accommodate SPC systems. Adverse comments from a variety of parties slowed this rulemaking process, leaving companies that use SPC with no apparent way to comply with the law, short of a radical revision of their quality system. NIST has solved this problem by issuing a final rule that permits the use of "in-process inspection and testing" by an accredited laboratory. The rule explicitly permits the accredited laboratory to be located within the manufacturing facility, so a company with its own in-house SPC testing apparatus may seek accreditation for its in-house testing scheme.

FQA Changes at a Glance

New Implementation Date: July 26, 1998
New Procedure for Qualifying SPC Quality Assurance Systems
Provisional "Self" Accreditation is Available through May 26, 1999
New Guidance on what is a "Significant Alteration"
"Grandfathered" fasteners may be represented as FQA-compliant

Despite these changes, it is unlikely that NIST will reach the magical number of 425 accredited distributors by the implementation date. Although NIST has received 430 FQA accreditation applications, only about 130 of these laboratories are accredited. Therefore, NIST is developing an alternative approach that should provide temporary relief: provisional accreditation.

NIST plans to collect information from laboratories that are already audited to a recognized quality standard, like QS-9000. This is especially useful for companies that perform their own in-house testing and maintain their testing system to a recognized standard. Facilities that find themselves in this situation will be permitted to self-certify to their FQA compliance. The deadline for such self-certification is September 30, 1998, and any facility that takes advantage of this provisional certification must be properly accredited by May 25, 1999 or it will be removed from the list of accredited facilities.

In reports filed with the Office of Management and Budget (OMB), NIST estimated that the paperwork associated with this self-certification filing will only take about four hours, making it an easy way for companies to be added to the NIST list while postponing their actual NIST accreditation audit.

For the most current information on these programs, ASA members can call the Association or check the ASA web page. For more information about the current state of affairs as of the time of this article, the public can review the most recent revisions to the rules at 63 Fed. Reg. 18259 (April 14, 1998). Also available is the NIST document filed with OMB, by which NIST announces its intent to use an application form for provisional listing. NIST's OMB filing can be found at 63 Fed. Reg. 8430 (February 19, 1998). Both of these documents are available through ASA's web page.

COUNTDOWN TO THE FQA

NIST Permits Older Fasteners to Claim FQA Compliance

What do we do with existing fastener inventory after implementation of the Fastener Quality Act? It is clear that the law permits existing inventory manufactured before the implementation date to be sold; however, customer concerns for safety and quality assurance could result in specific requests for FQA-compliant hardware.

The original Fastener Quality Act regulations issued by NIST provided that only fasteners manufactured after the implementation date could be described as FQA-compliant. This meant that distributors with inventories of fasteners that were manufactured before the implementation date would not be permitted to have the fasteners tested to assure that they met the FQA requirements. Despite the legal permission to vend such parts, existing inventories could become devalued, or even useless, if the customers begin to demand FQA documentation on all fasteners.

NIST recognized that commercial quality requirements could exceed legal requirements. To support the distributors that want to "do the right thing," NIST has issued new guidance that permits a distributor to make a broad range of representations about the quality of the parts in question. Particularly, the prohibition against representing parts as manufactured in compliance with the Act is removed! There are two important things to remember - 1) false representations of FQA compliance are still fraud, and 2) there are special rules applied to fasteners manufactured between May 14 and June 26 - to represent them as FQA compliant, they must be tested by an accredited laboratory.

Suspected Unapproved Parts Notice

The following Notice was published by AVR-20, the SUPs Program Office of the FAA, and is reprinted here, unedited and in its entirety. The Notice applies to improper work performed by a repair station on certain Teledyne Continental Motor Engines. Complete contact data for more information concerning the Notice is included in the text. ASA is not responsible for the accuracy of allegations made by the FAA in this Notice.

UNAPPROVED PARTS NOTIFICATION

NO. 97-279
April 2, 1998

AFFECTED ENGINES:

Teledyne Continental Motor Engine model number IO470, TSIO520 and IO360; and Avco Lycoming Engine model numbers TSIO540 and IO720.

PURPOSE:

This notice is to advise all owners, operators, and maintenance entities of improper work performed by Aero Power Inc. and/or Executive Aircraft Engines of Cleves, Ohio, between October, 1996 and January, 1997.

BACKGROUND:

During an unapproved parts investigation, it was determined that Aero Power Inc. and Executive Aircraft Engines, both located at 4817 East Miami River Road, Cleves, Ohio 45002, were not performing work in accordance with accepted industry standards and the performance requirements of 14 CFR Part 43. These companies have been, or are now, owned and operated by George E. Geisz.

Based on the investigation the discrepancies noted were as follows:

a. Current manufacturers' overhaul manuals and illustrated parts catalogs were not being used during the overhaul of Teledyne Continental Motors and Avco Lycoming reciprocating engines and accessories.

b. The use of used/replacement parts that did not meet the engine manufacturers minimum service limits requirements.

c. Some of the nondestructive testing (NDT) work was performed by individuals who had no formal training in NDT procedures and was conducted on equipment that was not of current calibration.

d. Engine crankcase weld repairs were performed by a non-certificated facility and repairs were outside the scope of the overhaul manuals.

e. Engines were approved for returned to service without the proper documentation of work accomplished, service instructions, bulletin compliance, and AD compliance and, at times, by uncertificated individuals.

RECOMMENDATIONS:

Aircraft owners, operators, maintenance entities, parts distributors, suppliers, and manufacturers should determine if any work was accomplished on the referenced engine by the above named companies. If work was accomplished, the following should be done:

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New Guidance on Fastener Alteration

Few ASA members are fastener manufacturers, so the distributor community has been concentrating on FQA distribution rules, and on bringing their business partners into compliance with the FQA. Some distributors, especially those with certification from the FAA to perform maintenance, may need to take a second look at the manufacturing rules. The FQA manufacturing rules apply to those who perform "significant alteration" on fasteners.

A significant alteration is any change that could weaken or otherwise materially affect the performance or capabilities of the fastener. This includes modifications that leave the fastener in a condition such that it no longer conforms to the description in the applicable FQA test report.

"Significant Alteration"
What is Not Included:

- application of adhesives or sealants
- application of locking elements
- application of provisions for lock wires
- electroplating of fasteners having a Rockwell C hardness of 32 or above (however, new testing must be performed and new lot numbers assigned)
- application of non-electroplated coatings to fasteners
- cutting off of fasteners

"Significant Alteration"
What is Included:

- through-hardening
- machining
- electropolating

Distributors that are responsible for significant alterations will have to comply with the elements of the FQA that apply to manufacturers, including the test and certification responsibilities.

Emergency Evac Standards

(Continued from page 38)

300 (increasing passenger capacity by 25%) and the Airbus A 330/340 (increasing passenger capacity by 22%). In each case, there is already sufficient full-scale evacuation data available to support analysis.

This FAA policy decision was based upon a recommendation from the Aviation Rulemaking Advisory Committee (ARAC). ARAC is the FAA's advisory committee for the purposes of engaging in negotiated rulemaking, and is made up of industry experts in a wide array of aeronautical fields.

This notice of policy change can be found at 63 Federal Register 13095 (March 17, 1998) (Policy Statement No. ANM-98-2). A copy of the Federal Register publication is also available through ASA's web site.

Around the Industry

Extex announced that it has received FAA certification for 30 more part numbers for the **Allison** 250 engine this year. Extex owns and operates a test cell facility in Mesa, Arizona, so they are able to perform their own engineering to support their ongoing development and certification efforts.

The second model in the Next-Generation 737 airplane family, the **Boeing** 737-800, has cleared its last major milestone prior to beginning service with European airlines. Just one month after FAA type certification, Europe's Joint Aviation Authorities (JAA), has recommended type validation of the -800 model. Actual type certificates will be awarded by the individual countries that make up the JAA. **Hapag-Lloyd** of Germany is scheduled to take delivery of the first European 737-800 in April.

The **Airbus** A330-200 has received type certificates from the FAA and Transport Canada, and Europe's Joint Aviation Authorities (JAA), has recommended type validation for the aircraft (actual type certificates are issued by the individual European countries). Airbus announced that the A330-200 is the first airliner to receive simultaneous, triple type certification. The model certified by the aviation authorities on March 31 is powered by **General Electric** CF6-80E1 engines. A version powered by **Pratt & Whitney** PW4000 engines is scheduled for certification in June 1998. The A330-200 powered by **Rolls-Royce** Trent 700 engines will begin its flight test program in June. Announced customers for the A330-200 already include **Aer Lingus**, **Airtours International Airways**, **Asiana Airlines**, **Austrian Airlines**, **Emirates**, **Gulf Air**, **ILFC**, **Korean Air**, **Monarch Airlines**, **Sabena**, **Swissair** and **TAM**.

On February 13, 1998, **Airbus** announced that the A321 had become the first foreign aircraft to receive certification from the Japanese Ministry of Transport. The European Joint Aviation Authorities (JAA) issued type validation for the A321 on December 17, 1993; and the FAA issued a type certificate for the A321 on December 20, 1995. **ANA** has placed a firm order for seven A321s, the first of which was due to be delivered at the end of March.

Distributors Can Learn from Boeing Receiving Inspection Issue

The FAA has proposed a $140,000 civil penalty against the Boeing Commercial Airplane Group, for allegedly failing to properly inspect 140 shipments of fasteners.

The FAA alleges that on December 17 and 18, 1996, Boeing's Renton Division did not properly inspect 140 shipments of fasteners. The FAA claims that it learned of the alleged violation as a result of a complaint from a Boeing employee.

Boeing's approved quality control system generally requires that quality assurance personnel receiving a shipment accomplish all inspections applicable to that shipment and record the results. During the two-day period in question, the FAA alleges that receiving personnel instead routinely relied on verification that the supplier had not had a shipment of the same part rejected during the preceding 12 months. If this allegation is true, then it represents a departure from Boeing's system.

If Boeing can experience quality control problems, then we can too. Recurrent training and adequate supervision are two important elements of a robust quality system.

There are a wide variety of sources of recurrent training. ASA provides educational programs tailored to the distributor industry through the annual meeting (its at Dana Point, California in October this year) as well as at the ASA workshops. Type specific training is sponsored by manufacturers, and even the FAA offers industry training opportunities. In the coming months, members should expect to see even more tangible fruits of ASA's commitment to training, as the Association works with member committees to develop further educational resources

More specific guidance may also be on the way from the government. The FAA is drafting a receiving inspection advisory circular; ASA has been reviewing a draft and cooperating in the development of this guidance.

UNAPPROVED PARTS NOTICE # 97-279

(Continued from page 41)

a. The part or component should be inspected and checked for serviceability and conformity.

b. Particular attention should be given to the engine log book entries, maintenance release tags, invoices, and any other documentation concerning parts in the engines/accessories that were overhauled or repaired. Those items should be reviewed for authenticity and to substantiate the component's historical record.

c. If an engine experienced major problems such as complete engine failure, premature accessory failure, low cylinder compression, burnt valves, piston failure, metal in the oil screen, engine overheating indications and other indications of improperly performed work, it should be reported to the local Flight Standards District Office (FSDO) by telephone, fax, or by submission of FAA Form 8110-4, Malfunction and Defect Report.

Regulations require that type certificated products conform to their type design. When an unauthorized procedure and/or repair has been accomplished, appropriate action should be taken.

FURTHER INFORMATION:

The FSDO listed below would appreciate any information regarding the discovery of the above problems from any source and the means used to identify the source.

This notice originated from the Cincinnati, Ohio FSDO, 4240 Airport Rd, Cincinnati, Ohio 45226,telephone (513) 533-8110, fax (513) 533-8420, and was published through the Suspected Unapproved Parts Program Office, AVR-20, telephone (703) 661 -0581, fax (703) 661 -0113.

Note: This Notification has been published in the General Aviation Alerts, AC 43-16, and the Suspected Unapproved Parts Program Office Web Site only.

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The New United States' Safety Agenda

ASA was on hand when Vice President Al Gore announced the new safety agenda for the United States at Ronald Reagan National Airport on April 14.

The Vice President began by announcing that "U.S. airline transportation is already by far the safest form of transportation in the world." Nonetheless, Vice President Gore announced, "We have to make air travel even safer."

He explained that the White House Commission that he chaired set a goal of reducing fatal aviation accidents by a factor of five over the next ten years. The NCARC adopted this same goal in its own report.

Joining the Vice President on the podium were Transportation Secretary Rodney Slater and FAA Administrator Jane Garvey. They are charged with making the Vice President's ambitious accident reduction goal a reality. They explained that the FAA would focus its attention in the first half of the 21st century on three critical areas:

- commercial issues
- general aviation issues
- cabin safety

Most ASA-member concerns will fall within the commercial aviation intiative. That initiative will concentrate on controlled flight into terrain, loss of control, uncontained engine failures, runway incursions, approach and landing problems, and weather issues.

The Vice President outlined two specific elements of the safety agenda. First, by June of this year, air carriers will be required to perform more rigorous inspections on critical engine parts. This is part of the Administration's focus on uncontained engine failures, and it falls within a general scheme designed to increase the oversight of critical parts without adversely affecting logistical and scheduling concerns of the operators. This scheme will particularly focus on the inspection of high energy rotating parts - distributors can play their part by assuring that such parts bear adequate documentation to support airworthiness determinations.

Second, the Administration plans to require advanced terrain awareness warning systems (ATAWS) installed on all commercial aircraft by the year 2001. Although it was not mentioned during the conference, the FAA has already been working with ATA to produce an ATAWS rule [for more information, see 6 The Update Report 3 (January 1998)].

ASA has been discussing safety initiatives with the FAA, and plans to continue working with the FAA to increase safety in the aviation industry

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/6tur.html#4. 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

May 3-5	**ATA EMMC**, Belleview, WA. Call Kristin Chavez at (202) 626-4000 for details.
May 12-15	China Int'l Airport Equipment & Airline Svcs, Beijing, China. Fax for information: (44) 181 10 7747.
May 17	Aviation Week Group MRO Europe, Berlin, Germany. Fax for information: (212) 512-3334.
May 18-20	**Regional Airline Association (RAA) Annual Convention**, Minneapolis, MN. Call (202) 857-1170.
June 9-11	**Canadian Business Aircraft Ass'n Convention & Trade Show**, Montreal. Fax: (613) 236-2361.
June 14-17	**ADMA Spring '98 Conference**, Fairmount Hotel, Dallas, TX. Fax: (215) 564-2175
June 22-28	**Asia Pacific Hi-Tech Aerospace Show (APHAS '98)**, Jakarta, Indonesia. Fax: (62) 21 520 2917
Aug. 15-18	**Air Carrier Purchasing Conference (ACPC)**, Orlando, FL. Fax queries to (305) 885-2828.
Oct. 11-13	**Airline Suppliers Association (ASA) Annual Conference**, Laguna Cliffs Marriott Resort, Dana Point, CA. Full information will be mailed to members soon. For more information, contact ASA by phone at (202) 216-9140 or send email to conference@airlinesuppliers.com.
Oct. 19-21	**NBAA Annual Meeting & Convention**, Las Vegas, NV. Call NBAA at (202) 783-9000
Oct. 25-27	**Speednews Regional & Corporate Suppliers Conference**, Rancho Mirage, CA. Fax: (310) 203-9352.