



The Update Report

The Airline Suppliers Association

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New Guidance on the 8130-3: Block 12 Language and Blank Spaces

The FAA has released a policy memo that makes a variety of changes in Order 8130.21B, which is the FAA order describing the procedures for completing the airworthiness approval form designated as Form 8130-3. While most of the changes address minor grammatical or procedural issues, some of the changes are important to anyone that handles an 8130-3.

Acceptable Status/Work

The memo establishes a list of permissible terms that may be used in block 12 of the 8130-3 (the "status/work" block). These terms are all taken from descriptions found in the Federal aviation regulations (FARs):

- New (for newly manufactured parts and products)
- Overhauled (for items not yet placed in service since overhaul)
- Inspected
- Repaired
- Rebuilt
- Altered
- Modified

The memo specifically discourages the use of the terms "New Surplus" or "OHV" because they are not terms found in the regulations.

Incomplete Forms

In addition to making changes in the order, the memo also addresses some additional issues arising out of the 8130-3 form. The original Order states that all applicable blocks of the form must contain entries for the document to be considered valid. The memo explains that this directive is limited only to the blocks that are genuinely applicable - it is therefore NOT necessary that every single block be completed in every case.

Since the completion requirement only applies to "applicable" blocks, an incomplete form need not be automatically rejected. The key question is whether the blocks that are not completed are necessary to the recipient. The recipient of the form should make his own determination at the time of receipt based upon the recipient's needs. A form should only be rejected for incompleteness if the incomplete blocks are deemed to be necessary by the recipient.

It is also important to note that an incomplete form, without anything more, does not necessarily make the part a "suspected unapproved part." For example, an 8130-3 form that properly identifies the part, states it was overhauled according to the appropriate manufacturer's manual instructions and specifications, and

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A Message from ASA's President

By any measure, the Annual Conference was a success. The information was relevant, the workshops were informative and the social functions were enjoyable. This year's annual conference was especially memorable because the membership was together and we were finally able to properly honor and thank our past President, Ed Glueckler.

In early 1993 by a group of distributors that wanted proper representation in Washington DC and in the industry approached Ed. In response, Ed developed the strategic plan for the Association. Ed always said that first and foremost, in order to have a strong voice, you must have a strong membership, and under Ed's leadership the Association grew from 3 to 180 members.

ASA members wanted representation in the development of the FAA Accreditation Program. Ed fought tirelessly to ensure that ASA-100 was an approved standard. Now, over 70% of the accredited distributors choose ASA-100.

ASA accomplishments under Ed's leadership would be too long to list, but as a result of his efforts distributors are recognized as strong professional companies that are an integral part of the aviation community.

In honor and recognition of his contributions, the ASA Board of Directors has established the **Edward J. Glueckler Award**. This Award will be presented at ASA Annual Conference to the person that exemplifies the dedication, commitment and contribution that Ed provided to the Association and the

aviation industry. Each year, ASA will ask the membership to nominate candidates two months prior to the annual conference. The Board of Directors will select the recipient and the award will be presented at the annual conference.

Ed always said that the strength of the Association is in the membership. We only felt it right to name the award honoring a member after Ed.

Ed's professionalism, work ethic and good humor made him an excellent boss and teacher. Ed's tireless work of promoting distributors and educating the industry has lead to a safer aviation community.

Best Regards

Michele Schweitzer

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The Update Report provides timely information to help Association members and readers keep abreast of the changes within the aviation supply industry.

The Update Report is just one of the many benefits that the Airline Suppliers Association offers members. For information on ASA-100, the ASA Accreditation Program, Conferences, Workshops, FAA guidance like Advisory Circulars, Industry Memos, or services and benefits, contact the Association.

The Update Report For information on special package rates for advertising, contact the Association at 202-216-9140. Subscription cost is \$120.00 US per year.

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ASA Annual Conference a Sweeping Success

ASA members who failed to attend this year's annual conference missed one of the best educational conferences in the industry.

The program started with a keynote panel of FAA experts, starting with Continuous Airworthiness Maintenance Division Manager Ava Mims, who lauded ASA's efforts to promote distributor accreditation. She presented the Association with a plaque to formally recognize our efforts (in 1998, ASA officers promoted AC 00-56 in over twenty speeches and public addresses, and also assisted the FAA by briefing key personnel on the state of the program). Mims was joined on the keynote panel by National Resource Specialist Al Michaels, SUPS Program Manager Ken Reilly, and PMA Program Manager Bruce Kaplan. These are four of the FAA's brightest and most dynamic personalities, and ASA members took advantage of this significant FAA presence to get the answers they needed to several of the burning questions that affect the industry.

The rest of the morning maintained the same high intensity started by the keynote panel. Transportation consultant Spencer Lin discussed the economic forecasts for the industry, and ASA's own Jason Dickstein drew upon his legal background and aviation experience to lead the conferees through a program for addressing parts documentation concerns that arise.

Perhaps the only negative comment offered to ASA after the conference focussed on the break-out workshops Monday afternoon. Members complained that the workshops were so good, they had problems choosing only two to attend! ASA owes a debt of gratitude to Frank Abagnale, Allyson Cate, John Gilbert, Al

Michaels, Ken Reilly, Roy Resto and Fred Workley for their excellent workshop presentations.

After the members-only breakfast, day two of the conference began with ASA President Michele Schweitzer reviewing the state of the industry, and the recent changes in the rules and laws that affect the industry. She was followed by attorney Paul Lange, who described the common areas of legal liability for distributors, and discussed ways to avoid liability.

After having addressed the recent past and the present, the morning turned to the future, as Richard Levin chaired a



ASA President Michele Schweitzer and FAA Continuous Airworthiness Maintenance Manager Ava Mims

panel on electronic commerce in the 21st century. The panel featured ILS President Bruce Langsen discussing electronic commerce and the internet, Westbrook Technologies President Sean Donnegan, who spoke on electronic documentation management systems, Lisa Johnson of Boeing and her presentation on developing technologies in part marking, and attorney Chris McGuire of Crowell & Moring, who discussed the hidden Y2K problems that most companies just don't notice.

The afternoon session finished with two important sessions for strategic planners. First, Boeing's Peter Gal-

limore provided an update on the rules that are being proposed to the FAA by the ARAC advisory committee, and how those rules will affect distributors. Gallimore chairs the ARAC working group that wrote the proposed revisions to the aircraft manufacturing rules. After Gallimore, Terry Pearsall of the Aircraft Electronics Association and ASA's Jason Dickstein took the stage to discuss the finer points of doing business with foreign customers, and the effects that harmonization and other initiatives could have on our European business.

The program seems like quite a lot when you fit it into just a few short columns of the newsletter, but ask any of the attendees and they'll tell you they wouldn't have missed it for the world. Suppliers walked away with a good education in a relaxing environment - just right for conducting a little business on the side during the breaks! One QA Manager called to say that his company was so impressed with his report on the conference that they're planning on sending their sales force next year (the QA Manager also opened the door to two new customers). Air carrier personnel who attended have been calling to ask how they can help with next year's conference.

So mark next year's conference on your calendar today: July 18-20, 1999 at the Marco Island Marriott in Marco Island, FL. You won't want to miss it.

Aging Aircraft Initiative Could Signal Future Markets Opportuni-

Recent concerns over aging Kapton wiring and other systems subject to possible deterioration have prompted the FAA to develop a plan to enhance safety of aging aircraft systems. The FAA unveiled just such a system on October 1. Under this aging aircraft plan, the FAA will work with air carriers and manufacturers to identify areas of concern. The FAA plans to issue guidance and directives to assure that the identified areas of concern are appropriately addressed. This could mean big business for supplier selling the parts that air carriers need to remediate their aging aircraft.

The FAA has already undertaken substantial research into aging aircraft. This current initiative should involve one year of extensive type-specific research. Past research into aging aircraft has taught the FAA that current maintenance practices for systems are too general. At the same time, there is a need to standardize the repair practices for particular types.

Having determined that they need type-specific data, the FAA has found a partner in this endeavor. The FAA is working with the Air Transport Asso-

ciation (ATA) as well as the aircraft manufacturers. The ATA Program is based upon air carrier inspections that will identify potential problems with aging systems in the entire commercial fleet. Teams of experts will study each specific aircraft model and produce model-specific aging systems actions. Chairing the review will be Kent Hollinger, Vice President for Quality Assurance and Engineering at America West Airlines.

The FAA has announced five long-term goals for its aging aircraft initiative:

- Enhance airplane maintenance to better address aging airplane systems;
- Improve wiring installation drawings and instructions for continuing airworthiness;
- Evaluate the need for additional maintenance of transport airplane fuel system wiring and address any unsafe conditions;
- Add aging systems tasks to the aging airplane research program;

and

- Improve reporting of accident/incident and maintenance actions involving wiring system components.

This aging aircraft program will require the FAA to prescribe regulations that ensure the structural airworthiness of aging aircraft. The focus will be on defining requirements for maintaining aircraft through improved inspections and repair practices. Past investigation has shown that as airplanes age, requirements change for inspections, repairs, and parts replacement. According to the FAA, the requirements for part replacement may even increase as aircraft types continue to age. This means that the aging aircraft program could act as a weathervane, pointing out the direction in which new business demand may develop.

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The Year of Aviation is Upon Us!

Watch out, because members of Congress have informally dubbed next year "the year of aviation." After a hectic year finishing surface transportation legislation, Congressmen like Transportation and Infrastructure Committee Chairman Bud Shuster (R-PA) have pledged to turn their attentions to aviation issues next year. This could be a mixed blessing if it encourages members of Congress to propose ideas that may not work in your industry.

The late Summer and early Fall in Washington, DC were characterized by a flurry of aviation activity on Capitol Hill. Radical improvement ideas were on everybody's lips, from increasing the money available to the Airport Improvement Program (AIP) to providing additional job protection to aviation whistleblowers and SUPs reporters. Not all of these ideas were beneficial to the industry, though. A lot of the best-intentioned proposals could have meant serious costs to the industry with very little safety benefit. This meant full-time employment for regiments of aviation lobbyists. ASA was asked to provide Congress with opinions on several issues important to distributors.

Part Marking

One of the most important issues that would affect distributors is a part-marking proposal. The proposal was intended to provide installers with greater information about the state of a used part at the time of installation. Although the original draft would have merely required that critical parts be marked in some way upon removal from the aircraft, internal drafts and discussions on Capitol Hill quickly turned to more draconian measures. One Congressional staff member admitted that her boss (the Congress-

man) was interested in a law that would require air carriers to scrap all life-limited parts upon removal from the aircraft, regardless of remaining time-in-service!

Manufacturers expressed an interest in seeing segregation made available as an alternative (manufacturers segregate used critical parts that are to be tested to verify or extend life limits). The manufacturers wanted to be able to choose marking OR segregation. Soon, a proposal was made to require both marking AND segregation of parts. This segregation aspect could have shut down the ability to buy or sell critical parts regardless of the documentation associated with them!

ASA joined several other trade associations in discussing these proposals with Congress, and explaining how they would hurt, rather than help, the industry. ASA joined other aspects of the industry in proposing an alternative that would require certain information about cycles/time in service to be inscribed on a life-limited part upon removal (if feasible) in order to provide a record of this information. Even if the documentation is lost before the part makes it to the installer, the inscribed data would still give the installer the information he needs about the current state of the life-limited part.

Significant New Laws Postponed

Congressional decision-makers had just begun to get a grasp on the problems and the solutions, when the current session of Congress was over. Too much time had been spent on other priorities, like impeachment discussions and appropriations bills, to permit the House and Senate to fully and finally address the important issues surrounding aviation. Congress

The August issue of The Update Report reminded members with an interest in the Part 66 rule (mechanics and repairmen) to send comments to the FAA before the deadline. The FAA has extended the comment period for responding on the Part 66 proposal: the new deadline is Jan. 8, 1999.

passed an Omnibus Appropriations Bill which included all of the flotsam and jetsam that needed to become law before Congress could adjourn. The next day, Washington, DC was a ghost-town, as everyone fled back to their home districts to campaign furiously for the November election.

The Omnibus Appropriations Bill included just enough to keep the FAA going for the next year. It did not solve any of the tough issues and it did not authorize any additional aviation spending beyond next year. Members of Congress agreed that all of the tough aviation issues would be held over until 1999, but that Congress would address these issues early in that Congressional session.

Look out for 1999. It's going to be a turbulent trip for the entire industry as Congress debates the future of the FAA as well as the future of the industry. Like many transportation issues, the most important discussions will never be televised on C-SPAN, the Congressional cable station that televises committee hearings and floor debate. The most important discussions will take place in drafty meeting rooms in the Rayburn House Office Building, where trade association and industry executives will discuss, educate and negotiate the issues that are critical to the future of the aviation industry.

Supreme Court Could Impact Distributors

At least three of the cases before the United States Supreme Court this year have the potential to impact the business interests of ASA members. These cases address exclusive purchasing agreements, arbitration clauses affecting employee disputes, and terminating employees whose legal interests are adverse to the company's business interests.

In Discon, Inc. v. NYNEX Corp., the Court will address a situation where a customer enters into an exclusive purchasing agreement with Supplier A that precludes purchase from Supplier B. There is a general American legal principle that permits a company to do business with whomever it chooses to do business, so this sort of arrangement is usually legal. The Supreme Court will examine whether there are situations where this sort of conduct would not be legal - particularly where it might be characterized as a group boycott or an attempt at monopoly. All distributors could be affected by this ruling - it will either bolster the current state of the law that permits such relationships, or it could throw current business relationships in disarray. The lower court's decision in this case can be found at 93 F.3d 1055 (2d Cir. 1996). Oral argument before the Supreme Court was held on October 5.

An appellate court recently examined a general arbitration clause in a collective bargaining contract. An employee who was subject to the arbitration clause had a discrimination grievance against the company. The court held that the arbitration clause prohibited the employees from filing his own discrimination lawsuits - he was required to pursue his remedies through union arbitration. Cesar Wright, the aggrieved person, claimed that this decision contradicts the holdings in several other lower courts, creating a

legal controversy. Wright has asked the Supreme Court to review this decision barring him from filing his own lawsuit. The lower court decision in this case, Wright v. Universal Maritime Service Corp., 121 F.3d 702 (4th Cir. 1997), is unpublished. A decision in favor of Wright could have far-reaching consequences if it makes some arbitration clauses meaningless. Oral argument in this case was held on October 7.

This case examines a potential violation of the Civil Rights Act [CRA]. It is a violation of the CRA for people to conspire to deter someone from being a witness in a court. The same provision of law makes it illegal to injure someone in retribution for such testimony. An illegal injury can be an injury to the person or an injury to any property interest. In Haddle v. Garrison, 132 F.3d 46 (11th Cir. 1997), the Court will examine whether firing an employee in retribution for that employee's testimony (or threatening to do so to prevent testimony) is a violation of the CRA. The legal issue at the core of this analysis is whether the job represents a property interest despite the fact that the fired-person was an "at-will" employee who could be fired at any time for any reason. If the Court decides in the employee's favor, then employers could be precluded from terminating employees with adverse legal interests! Of course, this case will not address whistleblower statutes or other provisions of law that could be applicable. Oral argument in this case is scheduled for November 10.

Decisions in each of these cases should be issued during the first half of 1999.

Boeing Expects Air Cargo Fleet to Double by 2017

Where do tomorrow's markets lay? Perhaps they lay among the cargo carriers: the biennial Boeing World Air Cargo Forecast predicts a near-doubling of the world's jet freighter fleet by 2017.

There are currently 1434 jet-powered cargo freighters in the world's fleet. Boeing predicts that number to grow by more than 1000 in the next 20 years (based on expected annual growth of 6.4 percent in the world's air cargo fleet). The Report predicts that about 70 percent of the growth will be through conversions of passenger aircraft to cargo configurations. The remaining 30% will be aircraft that are manufactured in a cargo configuration.

Report Predicts Boom in Asia

Despite the recent financial problems in Asia, the Boeing Report predicts that the intra-Asia freight markets will have the fastest long-term air cargo growth, estimated at an average 8.2 percent per year. Not surprisingly, the report also expects air freight between Asia and each other market to exceed the world average of 6.4 percent annual growth. It quotes Bruce Dennis, Boeing Commercial Airplanes Vice President - Marketing, who explains that "although the world economy is adjusting to the Asian market, there are strong sales opportunities for the future."

The conclusions of the Boeing Report underscore the proposition that Asia could still prove to be the unusually rich market of the future that many predicted. Businesses interested in Asia should exercise diligence and

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Delegation Rule Proposal Sent to the FAA

FAA may soon engage in a wholesale restructuring of the way that it delegates authority to organizations. A group of industry and FAA representatives have been working together to develop a new, improved delegations system that could provide some additional privilege for some distributors.

Under current law, the FAA is permitted to delegate some of its authority to private parties that are qualified to wield that power. The private parties wield governmental authority under FAA supervision, and bear the power to sign documents as if they were the FAA. Delegations are often thought of as falling into two categories: individual (AME, DAMI, DAR, DER, DME, PE) and organizational (DAS, DMIR, DOA, ODAR, SFAR 36).

The FAA is only permitted to delegate powers related to certification and issues that arise pursuant to certification, but this represents a wide variety of powers. For example, while the FAA would not be permitted to delegate the issuance of an AD (that is a rulemaking function), the FAA would be permitted to delegate the approval of design data used to support the

issuance of a type certificate. Many distributors are familiar with designated airworthiness representatives (DARs), who hold the delegated authority to issue airworthiness approvals (which support the aircraft's airworthiness certificate).

The FAA has deposited rules governing delegations all over the code of federal regulations. This sometimes makes it difficult to administer the delegations programs in a uniform manner. As a consequence, the FAA asked the Aviation Rulemaking Advisory Committee (ARAC) to develop harmonized rules to cover all organizational delegations.

The Working Group that has done much of the work in developing this project is chaired by Web Heath of Boeing. Heath's Working Group has developed a regulatory proposal to merge all organizational delegations under one umbrella: Organizational Delegation Authority (ODA). On October 22, Heath submitted the group's completed ODA proposal to ARAC for a final vote, and ARAC voted to recommend the proposal to the FAA. The next step is for the FAA to review

the rulemaking proposal and decide whether it has sufficient merit to become an FAA task. Since the FAA submitted this task to ARAC, and the authority for several of the delegation options is expiring, it is likely that the FAA will choose to implement a rule following the ARAC model. The next step after that will be to determine to what extent the ARAC proposal must be revised before being published as a Notice of Proposed Rulemaking.

For a distributor, the most important change in the rule will be in the eligibility. Current organizational delegations require the applicant to possess an FAA-issued certificate as a condition of eligibility. The new rule will focus more on capability. This means that a certificate holder will not automatically be eligible for ODA - he must also prove capability to carry out the delegated FAA functions. It also means that a non-certificate holder with appropriate capabilities may be eligible for a delegation when this new rule is promulgated. The capability requirements will be quite high, but the possibility remains for properly qualified distributors. A distributor with ODA could sign its own 8130-3 forms under appropriate circumstances.

Companies that do not currently hold delegations and that are not eligible for ODA will not lose any existing privileges.

The rule still has a long way to go before it gets published for public comment, but it does signal a future opportunity for suppliers with high quality operations to be recognized with additional privileges.

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caution in developing new Asian customers. While the potential hazards remain substantial, the Asian market still holds the same promise of untold riches that it held out to Marco Polo.

On September 10 Boeing Commercial Airplane Group and Federal Express launched "Boeing Express," an additional delivery option for aircraft spare parts customers. Boeing Express offers spare parts delivery using the global FedEx distribution network, which features speed, reliability, and on-line traceability.

Delta Air Lines announced on October 23 that the fifteen 757-200 aircraft currently on order with Boeing will be powered by Pratt & Whitney PW2037 engines. When the fifteenth new aircraft is delivered in April, 2000, Delta will have a fleet of 110 Boeing 757-200 aircraft: all powered by the PW2037 engine.

8130-3 Guidance

(Continued from page 109)

bears a signature that approves the part for return to service may represent an adequate record under the recordkeeping rule at 14 C.F.R. § 43.9. If the same form omits the work order number, then it may be deemed unacceptable to a recipient for commercial reasons but that does not make the part an "unapproved part."

Examining another example, an 8130-3 form that indicates in the "Status/Work" block (block 12) that the part was repaired, but fails to explain the scope of that repair in the "Remarks" block, may represent a form that is insufficient on its face. Under such circumstances, it is often wise to contact the party that sent the part to determine whether additional documentation is available to remedy this apparent failing. For example, if the form already references a work order number (block 5), then attaching a copy of the work order may be sufficient to describe the scope of the work completed.

Those suppliers who keep copies of the FAA Order 8130.21B in their offices should be sure to obtain a copy of this FAA memo and file it with the Order. This will give them the latest word on how to read the 8130-3 forms that enter their facilities. The memo is described as AIR-200 Policy Memo # 98-07, Clarification to Order 8130.21B (June 22, 1998). This document was distributed to everyone who attended the ASA Annual Conference. The memo may be available from the local FAA office; and of course the memo is available through ASA's website. Members who are unable to get it through other channels should fax their request for a copy to the association.

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Sound-Off About

Do you have strong feelings about the Fastener Quality Act [FQA]? Love it? Hate it? Think it could be made better? Here's your chance to sound off! The Department of Commerce is soliciting comments on the FQA.

Four months ago, ASA predicted that the FQA would be postponed by Congress (6 The Update Report 63) and two months ago we reported that it had been (6 The Update Report 87). As a part of the postponement, Congress demanded a report analyzing whether the FQA should be changed. This report is due by February 1, 1999.

The Department of Commerce is responsible for preparing the report. Commerce has asked for information on how fastener manufacturing processes have changed since the enactment of the Fastener Quality Act and on other regulatory programs that regulate the various categories of fasteners. Commerce has identified five broad topics on which it particularly requests public comments:

- **Basis of the Act:** When FQA was passed in 1990, Congress based it on a number of findings. Are those findings still valid today? If not, how have they changed and why?
- **Coverage of the Act:** FQA defines "fasteners." Is this definition appropriate?
- **Testing and Certification:** Are there aspects of current manufacturing technology where sampling, testing, and issuing a laboratory report with an original signature is not feasible?

Sale of Fasteners: Is it appropriate for FQA to require fasteners of foreign origin be accompanied by a manufacturers' certificate and an original

Insulation Blanket Bingo

Air carriers may soon find themselves buying large quantities of insulation materials to replace existing thermal and acoustic insulation material.

Insulation installed in aircraft must meet regulatory flammability requirements. Engineers use tests like exposure to a bunsen burner for a specified period (i.e. 12 to 60 seconds) to verify that the materials are sufficiently resistant to flammability. Recent findings have suggested that insulation blankets that pass FAA burn-tests may nonetheless be insufficiently flame resistant. Because of inconsistencies in the way that burn tests are performed in some cases, materials may have passed the burn tests without really meeting the safety requirements of the aviation regulations.

Recognizing that better tests are desirable, the FAA announced on October 14 that it will develop a new test specification for insulation that will result in increased fire safety on aircraft. After the new test standard is developed, the FAA plans to publish a proposed rule that requires the use of improved insulation.

laboratory report when purchased and imported?

- **Record Keeping:** Are FQA's recordkeeping and reporting requirements appropriate?

Persons interested in commenting on the issues outlined above, or any other topics related to the FQA, should submit their comments in writing to the Department of Commerce. The full text of this notice, as well as complete information on submitting comments, is available through ASA's web page.

Not a single fatality nor injury has ever been attributed to an insulation blanket fire. Nonetheless, the FAA is interested in acting quickly to help assure that this statistic never changes. The FAA has already performed a preliminary identification of two materials that could provide a substantial increase in fire resistance: fiberglass and a material known as Curlon. When used for insulation blanket purposes, each is wrapped in a polyimide film (for heat resistance).

The FAA is urging major airframe manufacturers and air carriers to work together to begin upgrading existing insulation materials during scheduled maintenance activities. Boeing has already responded with a press release of its own that pledges to support the FAA's efforts. There is also talk of issuing service bulletins (from manufacturers) and airworthiness directives (from the FAA) to advise owners and operators of the need to replace existing thermal and acoustic insulation with more flame-resistant alternatives.

The FAA has announced that when it develops its new test (expected within the next six months) then it will require insulation materials to pass this test. The FAA has pledged to "grandfather" any aircraft retrofitted with fiberglass or Curlon, which provides an incentive for the industry to adopt this retrofit now.

Suppliers holding inventories of insulation blankets should review the materials from which they are constructed to determine their future salability in the United States aviation market. Those handling appropriate materials should gauge their customers' needs and be prepared to service those needs.

McSweeney Is New FAA Assoc. Admin'r

Those of you who saw him on 60 Minutes a few weeks ago might not realize this, but Tom McSweeney is more than just a pretty face.

McSweeney was recently featured in a interview on the popular television news program 60 Minutes. He was asked to comment on the recent findings concerning deterioration among the wiring on transport category aircraft (Kapton wiring). Those who watched his smooth performance might have thought he was an actor paid to represent the FAA in their TV appearances, but Tom McSweeney does more than just "play an engineer on TV."

At the time of the interview he was Director of the FAA's Aircraft Certification Service [ACS]. As ACS Director, he oversaw the airworthiness and safety of all U.S. commercial aircraft design and production. One of McSweeney's employees, Bruce Kaplan,

likes to quip "we're in the approved parts business" because approving designs and production systems is the job of the ACS.

Very shortly after the television interview, though, FAA Administrator Jane Garvey completed the process of promoting him to the job of Associate Administrator for Regulation and Certification.

As Associate Administrator, McSweeney will be responsible for more than just the certification and production approval. He will also be responsible for the continued airworthiness of aircraft; certification of pilots, mechanics, and others in safety-related positions; certification of all operational and maintenance enterprises in domestic civil aviation; development of regulations; civil flight operations; and the certification and safety oversight of some 7,300 U.S. commercial airlines and air operators. He will

oversee a work force of approximately 4,300 employees and a budget in excess of 500 million dollars.

The FAA Administrator seems quite pleased with her choice, lauding McSweeney as a "proven leader," and explaining that "His outstanding management skills, expertise, and extensive aviation knowledge will benefit the aviation community and the American public."

McSweeney joined the FAA in April 1974 as a certification engineer in Los Angeles. At the time, he held a masters degree in aeronautical engineering, and had worked for Northrop Aircraft in the areas of acoustics, vibration and flutter.

He came to the FAA's Washington Headquarters in 1979 and served in several capacities in the Office of Regulation and Certification. He served as manager of the Engineering Division in the Aircraft Certification Service [ACS] from December 1982 until July 1989, when he was named ACS deputy director. He became the ACS director in 1993.

REGULATORY UPDATE

Airworthiness Directive: Oxygen Mask Alert

Although Airworthiness Directives (ADs) apply against aircraft owner / operators and not against those who hold inventory, most distributors like to track ADs in order to provide a value-added service to the customers that need to comply with the ADs. Most ADs are issued against products (aircraft, engines, and propellers); however, some ADs are issued against parts. Because of the way ADs are catalogued, ADs that are issued against parts (as opposed to products) may be overlooked.

The FAA has recently issued an AD against parts. The FAA is proposing

actions to be taken against Puritan-Bennett Aero Systems Company C351-2000 series passenger oxygen masks and portable oxygen masks. These masks are commonly installed on a wide variety of aircraft. The proposed AD would require owner / operators to inspect the oxygen mask face for tears. If a tear is found, the proposed AD directs the inspector to replace or repair the oxygen mask. The AD focuses on masks with elastomer cure dates between September 1993 and March 1997. Where a replacement is required under the AD, the replacement mask must have a cure date later than March 1997.

Suppliers with inventories of these masks should review the AD to determine whether their inventory may be adversely affected. Among suppliers that perform AD research to support the end user's requirements, this could affect some inventories.

This AD has not yet become law, and the FAA is receiving comments on it. Comments should be submitted in triplicate to the FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-29-AD, Room 1558, 601 E. 12th Street, Kansas City, MO 64106. The comment deadline is Nov. 26, 1998.

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UPCOMING EVENTS		* = ASA will be speaking there
1998		
Nov. 4-5	* Airline Inventory, Component management & Overhaul Conference , London, UK. Call Aircraft Industry Conferences in England for more information: +44 171931 7072.	
Nov. 5-6	SPEC 2000 Forum , Adams Mark Hotel, San Antonio, TX. Contact Teresa Friend at (202) 626-4039.	
Dec. 2-3	* Aircraft Heavy Maintenance & Upgrades Conference , Miami, FL. Call Aircraft Industry Conferences in England for more information: +44 171931 7072.	
1999		
First Qtr	* ASA One-Day Workshops , Coming to your home town soon! Watch for more details next month.	
July 18-20	* ASA Annual Conference , Marco Island, FL. More details will be available in future issues.	
* events with asterisks will feature presentations by ASA personnel		

ASA Will Be Conducting Its Annual Workshops All Over the Country Early
Next Year. Watch for More Details in the Next Issue of The Update Report

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