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(Continued on Page 3)



REGULATORY UPDATE

Part 21 Reminder: Get Comments In to the FAA

In the last issue, we discussed the proposed manufacturing rule. As written, the proposal would end distribution as we know it – it would make distribution of aircraft parts by non-manufacturers illegal, it would make it illegal to distribute most current commercial parts, and it would make it illegal to fabricate a part in the course of maintenance without an FAA design approval. This would lead to the grounding of aircraft because of the practical inability to obtain replacement parts. While the general aviation market would likely be hit the hardest, the commercial aircraft market would also be devastated.

The good news is that ASA does not think that the FAA meant to have this effect, and ASA is optimistic that the FAA will correct the drafting errors that resulted in a proposed rule with such devastating effects. In order to make sure these provisions get corrected, though, it will be important for every ASA member to write and file comments with the FAA asking for changes in the rule consistent with the ASA comments (which were summarized in the last issue).

There are other aspects of the proposed rule that would affect distribution, albeit to a lesser degree than the rules that would purport to shut distribution down. For example, the airworthiness approval authorization document, FAA Form 8130-3, would be affected by the proposed rule. The proposed export airworthiness rule would update the process of issuing such approvals to include some significant changes.

Continued on Page 3

INSIDE:

President's Message	2	New Repair Station Rules	4	UPN	14
Publication Information	2	Undocumented Parts	5	UPN	15
Association Information	2	Marketing PMA to Air Carriers ..	6	UPN	18
		International Agreements	8	Calendar of Events	20

MESSAGE FROM ASA'S PRESIDENT

THE UPDATE Report

is the monthly newsletter of the Aviation Suppliers Association.

OUR COMMITMENT

ASA is committed to providing timely information to help members and other aviation professionals stay abreast of the changes within the aviation supplier industry.

The UPDATE Report is just one of the many benefits that ASA offers members. To learn more about our valuable educational programs, please contact ASA.

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Dear Members,

It is hard to believe that the long awaited NPRM for Part 21 has arrived and the comment period is about to pass. As discussed in the past few newsletters, the NPRM will impact distributors in many ways. Jason Dickstein has submitted comments on behalf of the ASA. If you want to read the comments, they are available on our Web site. If you want to file comments, late-filed comments that are filed in a reasonable time period after the close of the comment period are generally treated by the FAA with the same respect as timely comments. Disposition of the comments will take a long time. We will keep you abreast of the FAA proposed time frame for final rule when it is available.

ASA has developed a working alliance with a fellow trade association called Aircraft Fleet Recycling Association (AFRA). AFRA is an international not-for-profit trade association that is focused on safe and sustainable solutions for the reuse of aircraft parts and assemblies. Bill Carberry, AFRA Deputy Director, presented information about AFRA at the ASA Quality Assurance Committee held at the July 2006 Annual Conference. AFRA and ASA represent different interests but share similar industry goals and practices. One area of AFRA membership is companies that disassemble aircraft. While ASA does have members that disassemble aircraft, the majority of ASA members involved in disassembly of aircraft would use an AFRA member or AFRA potential member to conduct the disassembly. AFRA also represents companies involved in recycling, reclamation, air centers, MROs and asset management companies. AFRA will be holding its annual meeting at the ASA 2007 Annual Conference. AFRA will also be conducting training workshops for the ASA members. Details about AFRA and their Best Management Practices will be discussed in future newsletters.

We are busy finalizing the agenda for the annual conference. ASA is thrilled to have Dan Hodge, American Airlines' Managing Director of Quality Assurance and AA's Chief Inspector as the ASA 2007 Keynote speaker. Given American Airline's leadership in quality issues and their lead in maintenance we know that the speech will be timely and insightful. ASA 2007 will be held July 14-17 at the Four Season Hotel in Miami, FL.

ASA has announced the European Workshop date as May 8.

Take care,
Michele Dickstein

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Continued from Page 1

Foreign Issuance

Previously, an export airworthiness certificate could only be issued in the United States. The new proposal would add an undue burden analysis that permits the issuance of a tag outside the United States if the FAA finds that such issuance imposes no "undue burden" on the FAA. This permits the issuance, but it still imposes an obligation to apply to the FAA for the "no undue burden" analysis. Such an analysis is not necessary as a practical matter. 8130-3 tags are issued by DARs, not by FAA employees. In fact, FAA employees are often prohibited from issuing such tags pursuant to FAA Order 8130.21. A DAR must already receive permission to operate outside his or her geographic region [Designee Management Handbook, FAA Order 8100.8 para. 1419(c) (July 14, 2003)]. If the DAR has the authority to operate and make findings outside the United States, then there is no reason that the DAR shouldn't be allowed to issue an 8130-3 tag outside the United States to document the findings. An undue burden analysis in addition to the analysis already contemplated under FAA Order 8100.8 para. 1419(c) would represent a duplicative waste of government oversight resources.

Manufacturers Issue 8130-3 Tags

Under the proposed rule, production approval holders would be required to issue 8130-3 tags with all new aircraft parts. They would be authorized to issue both domestic and export airworthiness approval.

Some manufacturers - particularly small ones - complain that this would be a tremendous burden on their businesses.

For distributors, the most important issue is what to do with existing inventory. Existing ("legacy") inventory often does not bear 8130-3 tags. Under the current rules, everyone needs to go to an FAA designee to obtain an 8130-3 tag. The new rule permits manufacturers to issue the tag based solely on their production approval. A manufacturer's tag may be either a domestic tag or an export tag. Under the current rules, those permitted to perform inspections under Part 43 (e.g. repair stations, air carriers, etc.) may inspect a new part, confirm its new status and issue an 8130-3 tag. But this is a domestic tag, not an export tag. In light of the fact that there is no practical difference between a domestic and an export tag for most parts, it may be time to eliminate the difference between the two varieties of tags.

Obtaining Export 8130-3 Tags

Under the proposed rule, any person other than a production approval holder can obtain an export 8130-3 tag for new parts. The applicant does not have to be the exporter. The requirement to demonstrate airworthiness as a prerequisite for obtaining such a tag was dropped from the proposed rule, although it would make sense that the FAA might add such a provision back to the rule.

The proposed rule makes it clear that both FAA employees and also FAA designees issue the 8130-3 tag.

Such tags may be issued by a designee or the FAA for the export of a new aircraft engine, propeller or article.

Such tags may also be obtained for used parts, provided the applicant is able to demonstrate the two elements of airworthiness: that the part

(Continued from Page 1)

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Continued on Page 4

Continued from Page 3

(1) conforms to its approved design; (2) is in a condition for safe operation; and (3) meets all of the requirements of the importing country or jurisdiction (to the extent any apply).

Regulatory Flexibility Issues

There are some technical problems with this rulemaking. One of them is the fact that the FAA failed to publish the Regulatory Flexibility analysis. This is the analysis that explains the likely economic effect this proposed rule would have on small businesses. It should have been published with the rule, so that the public could review and comment on it. It was not.

On December 6, two months after the rule was published, the FAA added the Regulatory Flexibility analysis to the docket. It still has not been published in the Federal Register. Since most people do not look at the dockets, the Regulatory Flexibility analysis is quite effectively hidden from general public review.

A look at the FAA's initial Regulatory Flexibility analysis shows that the FAA failed to account for the economic effect that this rule would have on any party other than the manufacturers. In order to remedy this, it is important for ASA members to write comments to the docket to the FAA.

Summary and Call for Action

This proposed rule will affect every ASA member. It will put many of them out of business as it is written. ASA members should send comments to the docket by February 5, however, comments submitted within a reasonable timeframe following the deadline are generally accepted. Comments should reference Docket Number FAA-2006-25877.

Comments sent by mail should be addressed to:
Docket Management Facility;
U.S. Department of Transportation, 400
Seventh Street, SW., Nassif Building,
Room PL-401, Washington, DC 20590-001.

They may also be sent by fax to (202) 493-2251, or submitted online at <http://dms.dot.gov>.

A copy of ASA's comments are available on our [Web site](#).

New Repair Station Rules

The FAA has issued a proposed repair station rule that would make major changes in the ratings system and in the quality systems requirements.

The proposed rule would create a new ratings system for repair stations that is meant to reflect the changes in technology and business practices in the repair station industry. The new paradigm will be focused on the requirement for repair stations to maintain a capabilities list of all the products/equipment that they work on. The capabilities list will have to be updated every time the repair station wants to add a new item to its maintenance or alteration capabilities. Repair stations will be permitted to modify their own capabilities lists based on an internal inspection.

The proposed rule provides a new quality system for repair stations. The quality system must include audits and corrective action procedures, as well as procedures for accomplishing the functions performed at the repair station. Opponents have argued that this approach may be too onerous for very small repair stations, although small distributors have demonstrated that a small business can be operated according to a procedures manual.

The proposal will require repair stations to maintain a permanent facility. There are some repair stations that perform all of their operations at customer sites - this will no longer be permitted.

The proposed rule can be found in the December 1, 2006 Federal Register. Comments on the proposed rule are due by March 1, 2007. There will be a more complete analysis of the proposed rule the next issue of The UPDATE Report.

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Watch Out for Undocumented Engine Parts from Colorado!

If you get contacted about undocumented engine parts from Colorado, please be wary about their source.

On January 25, 2007, a Mesa Airlines (America West Express) Bombardier CL-600-2B19 Challenger Jet experienced an uncontained engine failure after leaving Denver International Airport while climbing through 24,000 feet. The left engine cowling, fan, and other forward components separated over sparsely populated mountainous terrain in Colorado.

The airplane's flight crew declared an emergency and immediately returned, landing uneventfully and without crew or passenger injuries at the Denver International Airport at 5:30 p.m. Mountain Standard Time.

A team of National Transportation Safety Board (NTSB) investigators is investigating this failure. In an effort to determine the cause of this event, the NTSB is seeking the engine components that fell from the airplane and informing the public of how to assist.

The NTSB has notified local officials in Teller County that this event occurred, and that there could be engine debris on the ground in their jurisdictions. The NTSB has requested their assistance as well as the assistance of other state and local agencies in locating the missing engine parts.

ASA members who believe that they may have encountered parts from this event should contact the Teller County Sheriff's Department (Phone 719-687-9652). The Sheriff's Department is helping to coordinate recovery of the engine parts.

Marketing PMA to Air Carrier Engineers

Many PMA companies have complained about the processes used by air carriers to qualify a PMA part. Distributors who find themselves distributing PMA parts can find themselves experiencing the same frustrations.

The issue is that many air carriers will not accept a PMA at face value. They want to “qualify the part” to make sure that it is acceptable to their engineers for installation on aircraft in their fleet. This causes frustration for some sellers because the PMA company has already demonstrated to the FAA that the part is airworthy and that it is eligible for the intended installation on the intended aircraft.

At an air carrier panel at a recent manufacturing meeting, journalist Matt Thurber asked the air carrier representatives why FAA approval is inadequate to get the PMA parts on the aircraft, and why the air carriers must perform what he described as “duplicate engineering analysis.”

Air carriers explained that the larger production certificate holders historically have a greater ability to support the aftermarket parts they manufacture, as compared to PMA manufacturers. The support gap is starting to diminish as PMA manufacturers become larger and more concerned with continued operational safety. Nonetheless, air carriers remain concerned about failure modes – essentially, their analysis is confirming that the part will work as expected. Thus, the technical review remains a business review, making sure that the part will work as advertised, because of the pre-emptive expectation that in the event of failure the PMA manufacturer may have fewer resources to support the correction of that failure.

JAL noted that its PMA-parts engineering review is a matter of risk management. JAL tends to be conservative in its efforts to prevent any accidents (maintaining a 100% safety goal). So this causes JAL's engineers to be very conservative in accepting PMAs, and their focus is on assuring that the part will have zero failures.

The US Air Force is also accepting PMAs. The Air Force has a very young PMA-acceptance program, but Air Force engineers tend to treat PMAs the same as the OEMs for review purposes. The Air Force does subject OEMs to significant review.

American Airlines has dedicated resources to PMA approval in order to speed this sort of review. Delta does not have dedicated PMA engineering resources, but personnel from the engineering department will review PMAs as time allows.

The FAA's John Milewski described this sort of air-carrier analysis as ‘due diligence’ under Part 121 (the air carrier operating regulations) for configuration control purposes. The theory is that the aircraft differ from the basic norm – no air carrier seems to configure its aircraft quite the same – and thus the air carrier needs to confirm that the PMA part will meet the unique configuration established by the air carrier for its aircraft. This answer is correct from a legal and regulatory perspective, but the question is, is the additional analysis really necessary in the real world?

Examining rejections and the reason for them should show whether configuration control genuinely requires this additional analysis. A more in-depth analysis shows that actual physical configuration control seems to play a minor role in rejection situations. The air carriers on the panel openly discussed the fact that a lot of rejections are driven by documentation concerns (e.g. the PMA supplement does not adequately describe the right installation) and not because of technical concerns.

Where documentation concerns have derailed a PMA review, addressing and correcting the documentation concerns can allow the PMA part to be reviewed again and approved by the air carrier on the second try.

The air carriers can turn a package quickly when they can devote resources to the project, but in the real world it is difficult to devote resources to the approval process because of competing priorities.

Continued on Page 7

REGULATORY UPDATE

Continued from Page 6

At American Airlines, four months is the average turn time for an air carrier engineering approval of a PMA part. Once approved, the air carrier will usually draw down its existing stock of OEM parts before beginning to buy the PMA part, so the approval time is not the only delay in getting the PMA part through the receiving room door.

But once the air carrier begins to purchase a PMA part, the relationship can be a rewarding one for all parties concerned. The PMA manufacturer and the distributor enjoy obvious benefits from the sales that they make. The air carrier enjoys cost savings – usually (but not always), such savings are a prerequisite to the PMA purchase decision. JAL's savings threshold is \$3000 per year. If the company believes that the PMA part will save \$3000+ per year, then it will consider reviewing the PMA package and adding the PMA part to its list of acceptable parts for purchase.

Air carriers can often enjoy more than just cost savings from PMA parts – they often enjoy improved availability and shortened or non-existent lead times. Where the OEM part has known reliability problems, PMA parts manufacturers will often engineer-in improved reliability in order to help make the sale.

The key to all of this is a properly-presented PMA documentation package that allows the air carrier to conduct an engineering review of the part. Distributors can assist their PMA parts manufacturers by working with them to make sure that appropriate documentation is provided. For example, most air carriers would like to see the PMA holder's actual FAA-approval application package so they can see how the FAA was convinced of the airworthiness of the part. Different air carriers will want to see different things, today. So make sure you work closely with the air carrier engineering department to meet their documentation requirements!

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AVIATION NEWS

~~I don't~~ like Monday mornings!

COVER STORIES

British Airways issues tender for wide-body fleet renewal
British Airways has issued a competition for new long-haul aircraft by leasing tender. The airline said that key contract holders, as the first step in a long-term fleet renewal program, will be required to submit proposals for the fleet renewal. The airline said that key contract holders, as the first step in a long-term fleet renewal program, will be required to submit proposals for the fleet renewal. The airline said that key contract holders, as the first step in a long-term fleet renewal program, will be required to submit proposals for the fleet renewal.

New \$2.5 billion titanium deal
Adeghery Technologies has signed a long-term agreement with Boeing for the supply of titanium products for commercial aerospace applications. The expected total revenue under the agreement, at base prices from 2007 through 2015 is approximately \$2.5 billion. The aerospace agreement includes ingot, billet, bar, rectangle, plate.

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International Agreements with Europe

Most ASA members know that international trade in aircraft parts is influenced by bilateral agreements between the exporting country and the importing country. The United States has bilateral agreements in place with many countries around the world. In particular, they have agreements with many of the European nations.

These bilateral agreements usually address the airworthiness of aircraft and aircraft parts that are exported to each signatory from the other. They dictate what sort of airworthiness documentation will be deemed acceptable by each party, and they establish common operating parameters for the parties. In some cases, they can also establish parameters for the exchange of certain regulatory oversight duties, like the exchange of oversight duties over foreign-certificated repair stations (e.g. the FAA performs in-person oversight of EASA-certificated repair stations that are located in the United States).

In recent years, the European Aviation Safety Administration (EASA) has taken over administration of the bilateral agreements between the United States and the members of the European Community (who are subject to the jurisdiction of EASA). The FAA has been working to replace the existing EC-member bilateral agreements with a single agreement between the FAA and EASA.

Continued on Page 9



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Continued from Page 8

FAA's Mary Cheston and EASA's Frederic Copigneaux recently revealed some of the details of the draft bilateral executive agreement between EASA and the FAA.

How will it work?

The bilateral creates a Bilateral Oversight Board (BOB) which will provide a forum for dispute resolution, amendment of the annexes, and discussions concerning the bilateral agreement.

What Elements will be Addressed?

There will be several annexes, including an airworthiness (certification) annex and a maintenance annex.

The airworthiness annex will authorize reciprocal acceptance of approvals, like PMAs, but not of certificates, like STCs and TCs. STCs and TCs developed by one authority and brought within jurisdiction of the other authority will be subject to a validation process. Approvals issued under delegated authority (e.g. DER approvals, and the products that rely on these approvals), will be acceptable to the Europeans as an equivalent alternative to their organizational delegation (DOA).

IPA Details

Under the implementation procedures for airworthiness agreement, there is expected to be an obligation for the aviation authorities to protect submitted proprietary data that is identified as restricted. This should help ensure that manufacturer's proprietary data remains proprietary.

Information that is not identified as restricted will not be protected by the bilateral (although other laws may protect the data).

Many American PMAs will be accepted in Europe under the concept of reciprocity regardless of the state of design of the higher-level assembly. This means that Europe will continue to accept PMAs on both US-manufactured products (like Boeing aircraft) and on European manufactured aircraft (like PMA parts designed for Airbus aircraft). Reciprocal acceptance will be limited to (1) non-critical PMAs and (2) critical PMAs manufactured under a licensing agreement with the OEM. This means that PMAs for parts deemed to be 'critical' may not be accepted in Europe under the new bilateral if the PMA company does not have a licensing agreement between it and the PC holder.

Maintenance Agreement Details

Julian Hall of EASA and Ric Domingo of the FAA discussed the U.S.-EC Maintenance Agreement, which is subject to the terms of the executive agreement.

One of the expected problems with the entry into a maintenance agreement with EASA was the perception that the U.S. was unwilling to accept maintenance from certain EU member states because of a perception that those states had inadequate oversight over maintenance performed under those states' certificates. The authorities have found a way to get around this problem: the agreement will include an annex that lists competent authorities, and this annex will be the list of authorities that the US has audited and found to be acceptable. Thus the maintenance agreement will NOT apply to ALL EU member states at the onset - it will only apply to those listed in the annex - although there will be procedures for adding new states to the list of competent authorities in the annex at a later date.

EU will treat this bilateral as agreement treaty but US will treat it as an executive agreement. This means that the EU will need to translate the agreement into the 19 official languages of the EU, and it will need to be formally ratified by the EU.

The draft executive agreement will provide procedures for the reciprocal acceptance of each authority's technical findings and approvals, and each authority will be able to rely on the others' findings and approvals in issuing certificates. The agreement will specifically recognize the delegations systems existing as of the date that the agreement is entered into force, thus providing a framework for improving the acceptance in Europe of approvals issued under FAA delegated authority.

Continued on Page 10

Continued from Page 9

There are still some technical hurdles to clear before the executive agreement can be concluded. In particular, the FAA has shared its findings concerning EASA's regulatory system and these findings need to be closed out. There are some concerns about the ability of some EASA members to discharge their duties, and the ability of EASA to effectively provide oversight and control of such discharge. The parties expect that the findings will be closed-out by early 2007.

The maintenance annex has been crafted to provide reciprocal acceptance of findings of compliance, approvals, and documentation. It also requires the authorities to provide technical assistance to each other. It establishes a Joint Maintenance Coordination Board that will be responsible for exchanging information and resolving technical issues. The Board will be made of personnel from the authorities, and while the leaders of the Board are authorized to invite additional members, the Board has no mandate to include industry representatives.

EASA requires repair stations to submit continuation documentation every two years, so there will be a continuing requirement for periodic renewal (and a continuing opportunity for EASA to impose fees). EASA will also require U.S.-based applicants to address, in their repair station manuals, a variety of EASA-required subjects, including human factors training, dual-release certificates and full compliance with the customer's written work scope. As a practical matter, this will mean that the repair station will need to obtain a revised written work scope when the customer's work scope changes. The contracting rules are different between the FAA and EASA, and the manuals will have to address these differences and how the repair station will comply. All data used will have to be approved under EASA provisions.

FAA will similarly have its own special conditions that it will insist upon for EASA repair stations in Europe who are seeking FAA part 145 certification. The additional provisions will include manual provisions like procedures for contracting and maintaining approved contract function lists. Repair stations will also have to have provision in their manual annexes that ensure compliance with the air carrier's maintenance program and also compliance with the manufacturer's maintenance manuals.

FAA and EASA will be agreeing to a common definition of the term "overhaul" in this document. It will be different than the regulatory definition. Note that there is also an ICAO definition of "overhaul" found in Annex Six. Hall explained that the reason for this change is because past persons have released items as "overhauled" when they were not overhauled in accordance with the EASA definition. In Europe, overhauled items are 'zero-timed' at the time of overhaul – EASA is reviewing this because out of concern that the rule is not correct and that items should not be zero-timed when they are overhauled; thus EASA is in the process of changing its own definition of "overhaul." This "overhaul" definition will likely go into the international airworthiness authorization documentation working group for further discussion.

Process

When the bilateral executive agreement and annexes are complete, pre-existing bilateral agreements with EASA member states will be cancelled so they do not interfere or conflict with the new EASA bilateral.

A critical issue is that not all EASA countries will be covered under the new bilateral! The FAA and EASA will publish an annex that lists which countries will have the benefits of the bilateral agreement. The FAA has not yet published the list of countries that will be published in the annex, but the FAA has indicated that some nations with existing bilaterals are currently NOT scheduled to be listed in the annex. For this reason, Mary Cheston of the FAA has exhorted representatives of foreign airworthiness authorities to check into the annex language to determine their country's expected status.

Because the agreements and annexes are still in negotiations, they are not open to review by the public. There does not appear to be any expectation of opportunity for public comment on the language, even though it will be changing the U.S. domestic interpretations of terms like "overhaul."

Continued on Page 11

Continued from Page 10

There is no official date for publication of the bilateral but some industry rumors suggest that the FAA and EASA may try to have it ready to be announced at the Paris Air Show in June 2007. As the Paris Air Show looms closer, we will see if this ambitious release date remains steady.



2007 Edward J. Glueckler Award

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The Edward J. Glueckler Award is presented annually in recognition of outstanding commitment, dedication and contribution to the Aviation Suppliers Association and to the aviation industry. Nominees should be persons who have made significant contributions to the Association and its members.

The Award will be presented at the ASA Annual Conference, July 14-17, 2007 in Miami, FL.

Tradition

Edward J. Glueckler was the founder and first President of the Aviation Suppliers Association. He started the Association out of his own home and watched it grow to 180 members. During his tenure, he served as the Chairman of the Industry Suspected Unapproved Parts Steering Committee, a group that develops and implements strategies for preventing unsafe parts from being installed on aircraft. He was also instrumental in the development of the FAA's Voluntary Industry Distributor Accreditation Program.

Mr. Glueckler left the Association in August 1997, and ASA presents the annual award in recognition of his efforts.

Past Recipients

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(This is the person at the ASA member's facility who is making the decision to nominate this person.)

Information on the Nominee

Name:
[Yellow input field]

Company Name:
[Yellow input field]

City: [Yellow input field] **State:** [Yellow input field] **Zip Code:** [Yellow input field]

Phone:
[Yellow input field]

Provide a brief biographical statement explaining why the nominee is qualified for the **Edward J. Glueckler Award**. Please do not exceed 300 words in length.

[Large yellow text area for biographical statement]

The Edward J. Glueckler Award is presented annually in recognition of outstanding commitment, dedication and contribution to the Aviation Suppliers Association and to the aviation industry. Nominees should be persons who have made significant contributions to the Association and its members.

More questions? Please contact us at: **Aviation Suppliers Association**
734 15th Street, NW, Suite 620, Washington DC, 20006
Tel: (202) 347-6899, Fax: (202) 347-6894

Prepared By: [Yellow input field] **Date Form Completed:** [Yellow input field]

24-Jan-07

Quantum Control

Business Software *Integrated with the* **StockMarket**



Inventory Management*

The cornerstone for the Quantum Control system. The parts summary screen provides a central viewpoint for all information and activity related to a given part.



The StockMarket

Quantum users can search, buy, and sell parts with other Quantum Users in real time without leaving the software. Inventory postings are automatic and can include details such as serial numbers, images, time life and prices.



Quotation Processing*

Manages the customer quotation process and the recording of supplier responses from outgoing RFQs.



Vendor Quotes*

Provides a tool to locate sources for part procurement and send out requests for quotes to multiple vendors, including multiple lines.



Sales Orders*

Manages the customer order process to include back order management, invoice preparation and product returns.



Invoice Management*

Provides the opportunity to manage the invoice process by viewing system wide for open sales orders and determining if these can be expedited or consolidated with existing invoices, etc.



Purchase Orders & Requests*

Manages the purchasing process including request routing and approval by dollar amount and employee position. Manages purchasing activity for stock, non-stock and exchange.



Purchase Management*

Provides the capability to manage purchasing activities by being able to review all parts needed for procurement based upon sales order requirements and below minimum level stock quantities.



Integrated Accounting

The Accounting Module includes General Ledger, Accounts Receivable, Accounts Payable, and more - all integrated with Sales, Purchasing, Repair, Exchange, Work Order and Invoicing modules.



Physical Inventory*

Manages the physical inventory process. Generates count sheets for manual or barcode counting efforts.



Receiving and Inspection*

The receiving module is a powerful tool for efficient, cost-saving receiving, intermediate and final inspection, and defect recording.



Shipping Management

Manages the shipping and order consolidation process to include user defined stages and statuses. Creates custom invoices, packing slips and certification forms within one shipment.



Demand Planning

Optimizes material and production planning by analyzing historical usage and projecting future demand. Recommends minimum and maximum order quantities based on lead time and forecasted demand.



Lot Costing

Manages lot purchases and assembly teardowns. Provides total tracking of acquisition costs, overhaul expenses, component part sales, profit margins and full traceability.



Data Services

Provides flexible tools to manage the process of both importing and exporting data to/from the Quantum database. Integration points include ILS, USA Info, Partsbase and AvRef.



Management Reports*

Produces hard copy and screen oriented reports supporting all modules throughout the system.



Crystal Reports 11 Pro

Create flexible, feature-rich reports allowing unlimited reporting from Quantum, using the de facto standard for business reporting today.



Aircraft Maintenance

Manages on wing maintenance and includes Engineering Configuration Management, Maintenance Program Management, Maintenance Recording, Technical Records and Flight Log Processing Modules.



Shop Control

Manages the complete Component and Assembly Repair and Overhaul process. Includes real-time Cost and Schedule Management functions that put you in complete control of your shop's activity.



Manufacturing

The Manufacturing Module addresses all aspects of the manufacturing process including product lines, floor control, inspections, materials planning, purchasing and outside servicing.



Repair Orders*

Manages the preparation, pulling from inventory, shipping and receiving of components sent out for repair. The Repair Order module provides historic as well as current repair cost per component, detailed by parts, labor and miscellaneous charges.



Contact Management

This module provides a tool for sales, service or support centers to record, track, status and assign contact activity. Email list management and broadcasting is also included.



Document Imaging

Provides the ability to attach images or documents against part number, stock line, work order, and company.



Company Management*

Contains both customer and vendor information including pre-defined settings such as payment terms, preferred method of shipping, discounts, tax and more. It can also group vendors and suppliers for marketing purposes and provide detailed history information for each vendor and supplier.



Internet Quantum™ (iQ)

The Internet Quantum module (iQ), utilizes Stock Market technology to allow customers to login to your website and view RFQ, or purchase from your existing stock in real-time. Information such as condition, time & cycles remaining, tag info, scanned documents, delivery time and more is available to assist users in their purchasing decisions.



Max-Q

With Max-Q you get Aviation's leading Business Application, Quantum Control, implemented with the latest database technology from Oracle to provide the ultimate in database Security, Reliability, Scalability and Performance.



Bar Coding

Prints bar codes and allows for the scanning of physical inventory to track and manage stock and account for all parts when shipping, receiving, etc.



Repair Manual Tracking

Tracks all publications and revision dates and review dates. Provides for manual effectivity by part, customer and ATA. Integrated with the Shop Control module providing specific manual requirements for individual work orders.



Rental and Leasing

The Rental and Leasing module has the versatility to handle all of your rental and leasing transactions including flight-time based billing.



GFI Faxmaker

This is a fax manager that supports "background" faxing from all Quantum users by using a service based system. This is a third party MAPI compliant fax manager supporting multiple fax servers and Citrix.



AVREF Catalog Files

The AVREF Catalog System provides the latest OEM pricing information along with access to Government MCRL cross reference data. Completely integrated with the Quantum Inventory Module.



*Standard Quantum Module

Ask About Our Referral Program

Component Control ~ 619.696.5400 ~ info@componentcontrol.com ~ 1731 Kettner Blvd., San Diego, Ca, 92101



UNAPPROVED PARTS NOTIFICATION



SUSPECTED UNAPPROVED PARTS PROGRAM OFFICE, AVS-20
13873 PARK CENTER ROAD, SUITE 165
HERNDON, VA 20171

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

<http://www.faa.gov/aircraft/safety/programs/sups/upn/>

No. 2006-00097
January 18, 2007

AFFECTED PARTS

Bell Helicopter Textron models 204, 205, 212, and UH-1 (all makes).

PURPOSE

The purpose of this notification is to advise aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors regarding tail rotor hanger bearings produced without Federal Aviation Administration (FAA) production approval.

BACKGROUND

Information received during an FAA suspected unapproved parts investigation revealed that Hill Industries, Inc. (Hill), 19734 Dearborn Street, Chatsworth, CA 91311, sold unapproved tail rotor hanger bearings. Hill also represented the bearings as Bell Helicopter Textron approved.

Evidence indicates that Hill, without Bell Helicopter Textron approval, electro-etched two different Bell Helicopter Textron part numbers on the unapproved bearings. The two part numbers are 204-040-623-003 and 204-040-623-005. However, some bearings are marked with both part numbers, and others are marked with 204-040-623-3 and/or 204-040-623-5.

RECOMMENDATIONS

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors are encouraged to inspect their aircraft and/or parts inventories for the referenced part numbers. If these bearings are found in existing inventory, it is recommended that they be quarantined to prevent installation until a determination can be made regarding their origin and eligibility for installation.

FURTHER INFORMATION

Further information concerning this investigation may be obtained from the FAA Manufacturing Inspection District Office (MIDO) listed below. In addition to the above recommendations, the FAA would appreciate any information concerning the discovery of the above-referenced bearings from any source, the means used to identify the source, and the actions taken to remove the bearings from aircraft and/or parts inventories.

This notice originated from the FAA Van Nuys MIDO, 7120 Hayvenhurst Ave., Suite 100, Van Nuys, CA 91406, telephone (818) 904-6298, ext. 34, fax (818) 904-6001; and was published through the FAA Suspected Unapproved Parts Program Office, AVS-20, telephone (703) 668-3720, fax (703) 481-3002.

UNAPPROVED PARTS NOTIFICATION

SUSPECTED UNAPPROVED PARTS PROGRAM OFFICE, AVS-20
13873 PARK CENTER ROAD, SUITE 165
HERNDON, VA 20171



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

No. 2006-00058
October 5, 2006

<http://www.faa.gov/aircraft/safety/programs/sups/upn/>

AFFECTED PARTS

Hot air balloons.

PURPOSE

The purpose of this notification is to advise all aircraft owners, manufacturers, maintenance organizations, and parts suppliers and distributors regarding improper maintenance performed on hot air balloons.

BACKGROUND

Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed that between August 2002 and November 2005, Micki's Balloon Repair (Micki's), located at 4005 W. Pinecrest Drive, Marshall, TX 75670, improperly repaired and approved for return to service various hot air balloons. Micki's holds FAA Air Agency Certificate No. MKOR497X.

Evidence indicates that Micki's approved for return to service hot air balloons that were not maintained in accordance with the methods, techniques, and practices prescribed in the current manufacturer's maintenance manual or Instructions for Continued Airworthiness.

Discrepancies noted in Micki's practices included, but are not limited to, the following:

- The use of unapproved fabric in the repair of various balloons. No certificate of equivalency could be produced for the fabric used. Specifically, Micki's used a Kenyon Industries, Inc., 70D/34 1.9 OZ RIP T95 T66 fabric, which is not authorized by the Aerostar maintenance manual.
- Failure to produce certification documents for various rolls of balloon material used in the repair process. Failure to maintain a current repair station/quality manual.
- Failure to maintain tools that are used to make airworthiness determinations in a current calibrated status.
- Failure to properly segregate unserviceable parts from serviceable parts.

RECOMMENDATIONS

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, maintenance organizations, and parts distributors should inspect their aircraft, aircraft records, and or parts inventories for any balloon repair work accomplished by Micki's between August 2002 and November 2005. If any repairs were performed, appropriate action should be taken. If any of the referenced fabric is found in existing inventory, it is recommended that the fabric be quarantined to prevent installation until a determination can be made regarding the fabric's eligibility for installation.

FURTHER INFORMATION

Further information concerning this investigation, and guidance regarding the above-referenced maintenance, can be obtained from the FAA Flight Standards District Office (FSDO) given below. The FAA would appreciate any information concerning the discovery of the fabric from any source, the means used to identify the source, and the action taken to remove the fabric from aircraft and/or stock.

This notice originated from the FAA Dallas FSDO, 3300 Love Field Dr., Dallas, TX 75235, telephone (214) 902-1800, fax (214) 902-1862; and was published through the FAA Suspected Unapproved Parts Program Office, telephone (703) 668-3720, fax (703) 481-3002.

UPNS ARE PUBLISHED BY THE FAA AND REPRODUCED AS A COURTESY TO OUR READERS. ASA IS NOT RESPONSIBLE FOR THEIR CONTENT.

ASA
Members:

A Reputation for Quality

Join Us!

Quality Assurance...

Parts Traceability...

Parts Approval...

How do these values fit into your organization?

AS

AVIATION SUPPLIERS ASSOCIATION

The ASA Member Logo is recognized by airlines worldwide as a symbol of quality parts and materials. All ASA members are eligible to use the ASA member logo on their Web sites, stationary and other printed materials.



In addition to use of the ASA logo, all members are listed on the ASA Web site and included in the Aviation Distribution Directory, which is distributed at all major aviation trade shows and events, including ACPC, the Airline Purchasing Expo, MRO, MRO Europe and RAA.

Government Representation

As the voice of aviation distributors, ASA works with regulators both in the U.S. and abroad to improve the regulatory environment for distributors while promoting aviation safety to the highest level. ASA has strong ties with the Federal Aviation Administration (FAA), U.S. Congress and the European Aviation Safety Agency (EASA).

In addition, ASA works to create critical mass with industry segments and regulatory bodies in order to provide universal standards and cooperation in aviation worldwide.

Education and Training

ASA offers educational opportunities to keep members abreast of the many complex legal and regulatory changes that affect their businesses. Members receive discount attendance fees for the following events:

ASA Annual Conference - Comprehensive seminars and workshops from regulators and industry leaders.

Regulatory Workshop Series - One-day workshops providing annual update on regulatory changes, offered at various locations throughout the U.S. and abroad.

Hazmat Training - Certification that satisfies Federal Regulatory Requirements.

News and Information

Member Bulletins - monthly bulletin sent exclusively to members providing membership and industry updates

Member Alerts - periodic notices that provide immediate updates on industry news as it happens

Membership Application Form



Please process this application for **Regular Membership**. We are a supplier, distributor, manufacturer, or surplus sales organization that is involved in the sale of aircraft parts. As a **Regular Member**, we will be entitled to all benefits, participation in committees (see below), ASA's technical library, meeting discounts, nomination and voting rights of the Board of Directors, The Update Report monthly newsletter, and more. See below for payment method to the **Aviation Suppliers Association** in the annual dues amount as indicated.

- | | | | |
|---|------------|--|------------|
| <input type="checkbox"/> 1 to 19 employees | \$1,200.00 | <input type="checkbox"/> 60 to 99 employees | \$2,400.00 |
| <input type="checkbox"/> 20 to 59 employees | \$1,800.00 | <input type="checkbox"/> 100 or more employees | \$3,000.00 |

Please process this application for **Associate Membership**. We do not meet the Regular Member criteria; however, we wish to support the activities of the Association. As an **Associate Member**, we will receive benefits similar to those listed above for annual dues in the amount of **\$600**. See below for payment method.

Application Information

(All ASA communication is conducted via e-mail, therefore it is essential that you provide an active e-mail address to receive important ASA information.)

Company Name: _____

Street Address: _____

Mailing Address: (if different from above) _____

Principal Location of Business: _____

Telephone Number: _____ Fax Number: _____

Name/Title of Representative to ASA: _____

E-mail of Rep to ASA: _____ Web site: _____

Our Type of Business: _____

Officers and/or Key Management: _____

How did you hear about ASA? _____

We are interested in the following committee(s): Quality Assurance

Payment method? Mastercard/Visa American Express Company Check # _____
(Be sure to enclose check with form.)

Credit Card Number _____ Exp. Date _____

Credit Card Holder Name _____ Card Holder Signature _____
(please print)

The undersigned hereby applies for membership in the *Aviation Suppliers Association* and agrees to abide by the rules and regulations adopted by the Association and to support its activities. I attest that all of the information provided on this application is true to the best of my knowledge. I agree that membership is subject to approval. Additionally, as noted above and by my signature below, I acknowledge and authorize ASA to charge my credit card for membership payment. Regardless of payment method, I understand Membership payments are non-refundable.

Signature _____ Date _____

UNAPPROVED PARTS NOTIFICATION



SUSPECTED UNAPPROVED PARTS PROGRAM OFFICE, AVS-20
13873 PARK CENTER ROAD, SUITE 165
HERNDON, VA 20171

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

REVISED
No. 2005-00208
December 5, 2006

<http://www.faa.gov/aircraft/safety/programs/sups/upn/>

(See revisions in "Partial List of Parts" below. Changes to part numbers are highlighted.)

AFFECTED PARTS

Boeing 737 galley kits.

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors regarding the production of unapproved parts applicable to Boeing 737 galley kits.

BACKGROUND

Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed that Commercial Aircraft Parts Services Engineering, Design, Inc. (CAPSED, Inc.), located at 17012 Roper Street, Mojave, CA 93501, had manufactured various parts applicable to Boeing 737 galley kits without holding a parts manufacturing approval. CAPSED, Inc., holds FAA Air Agency Certificate No. P24R2420 with a limited airframe rating.

CAPSED, Inc., produced the galley kit parts for installation on type-certificated aircraft. Regulations require that no person may produce a modification or replacement part for sale for installation on a type-certificated product unless it is produced pursuant to a parts manufacturer approval. The galley kit parts were identified with Boeing part numbers followed by the letter "C."

Below is a *partial* list of parts that CAPSED, Inc., manufactured and approved for return to service.

PARTIAL LIST OF PARTS

ITEM	PART NUMBER	DESCRIPTION	QTY
1	65-45815-32C	STIFFENER	1
2	65-46814-80C	VERT. STIFFENER	1
3	65C27018-275C	INTERCOSTAL	5
4	65C27020-276C	BRACKET	4
5	65C27020-277C	BRACKET	1
6	65C27020-308C	BRACKET	2
7	65C27721-20C	STRINGER CLIP	1
8	65C32337-24C	FILLER	1
9	65C32337-25C	FILLER	1
10	65C32337-26C	FILLER	2
11	65C32337-27C	FILLER	1
12	65C33972-26C	INTERCOSTAL	1
13	65C33972-27C	INTERCOSTAL	1
14	65C33972-28C	INTERCOSTAL	1
15	65C33972-33C	INTERCOSTAL	1
16	65C33972-6C	INTERCOSTAL	1

Continued on Page 19

Continued from Page 18

17	65C33972-7C	INTERCOSTAL	1
18	65C33986-115C	J SUPPORT	1
19	65C33986-117C	PANEL DIVIDER	1
20	65C33986-118C	PANEL DIVIDER	1
21	65C33986-119C	FILLER	1
22	65C33986-189C	J_SUPPORT	1
23	65C33986-20C	SUPPORT ANGLE	1
24	65C33986-21C	SUPPORT ANGLE	1
25	65C33986-224C	J SUPPORT	1
26	65C33986-22C	WEB CHORD	1
27	65C33986-23C	WEB	1
28	65C33986-33C	PHENOLIC BLOCK	9
29	65C33986-44C	J SUPPORT	1
30	65C33986-503C	SUPPORT TEE	1
31	66-12945-14C	CHANNEL STIFFENER	1
32	69-75996-20C	TIE DOWN FITTING	2
33	69-75996-3C	TIE DOWN FITTING	2
34	69-76488-2C	SUPPORT FITTING	1
35	69-77952-125C	SUPPORT CLIP	1
36	69-77952-126C	SUPPORT CLIP	1
37	69-77952-18C	SUPPORT CLIP	1
38	69-77952-1C	SUPPORT CLIP	1
39	69-77952-39C	SUPPORT CLIP	1
40	69-77952-41C	SUPPORT CLIP	1
41	69-77952-50C	SUPPORT CLIP	1
42	69-77952-51C	SUPPORT CLIP	1
43	69-77952-5C	SUPPORT CLIP	2
44	69-77952-83C	SUPPORT CLIP	1
45	69-77952-84C	SUPPORT CLIP	1
46	69-87876-6C	SHEAR TIE	1
47	69-87876-7C	SHEAR TIE	1
48	BACF3F012H013NGC	FILLER	1

RECOMMENDATIONS

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors should inspect any aircraft and/or galley equipment for galley kits maintained, altered, or returned to service by CAPSED, Inc. If any referenced galley kit has been installed, appropriate action should be taken. If any kits are found in existing inventory, it is recommended that the kits be quarantined to prevent installation of their parts until a determination can be made regarding their eligibility for installation.

FURTHER INFORMATION

Further information concerning this investigation, and guidance regarding the above-referenced galley kit parts, can be obtained from the FAA Flight Standards District Office (FSDO) shown below. In addition, the FAA would appreciate any information concerning the discovery of the referenced galley kit parts, the means used to identify the source, and the actions taken to remove the galley kit parts from the aircraft or inventory.

This notice originated from the Van Nuys FSDO, 16501 Sherman Way, Suite 330, Van Nuys, CA 91406, telephone (818) 904-6291, ext.352, fax (818) 786-9732; and was published through the FAA Suspected Unapproved Parts Program Office, AVS-20, telephone (703) 668-3720, fax (703) 481-3002.

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CONTACT US!

ASA Staff is always interested in your feedback. Please contact us with any comments or suggestions.

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CALENDAR OF EVENTS!

ASA Events

ASA 2007 Annual Conference.....July 14-17, 2007
Four Seasons Hotel, Miami, FL
Reservations: 305-358-3535

Regulatory Workshop Series

February 6.....Chicago, IL
February 28Seattle, WA
May 8London, UK

Hazmat Training

February 7-8.....Chicago, IL
Hosted by AirLiance Materials

Other Industry Events

March 19-21.....SpeedNews 21st Annual Aviation Industry Suppliers Conference
Beverly Wilshire, Beverly Hills, California

March 28-31.....AEA, Grand Sierra Resort (formerly Reno Hilton), Reno, NV

April 17-19.....MRO 2007 Conference & Exhibition, Cobb Galleria Centre, Atlanta, GA

May 7-9.....SpeedNews 5th Annual Aerospace & Defense Industry Suppliers Conference
The Jonathan Town Club, Los Angeles, California

May 9-10.....Airline Purchasing Expo, Olympia Exhibition Centre, London, UK

September 17-19.....SpeedNews 8th Annual Aviation Industry Suppliers Conference
Toulouse (AISCT), Hotel Palladia, Toulouse, France

November 4-6.....SpeedNews 12th Annual Regional & Business Aviation
Industry Suppliers Conference, Location TBA