

## COMPARISON OF THE FAA AC 00-56A AND B

NOTE: The comparisons shown here include new, revised, or deleted material presented for their potential impact, if any, on the ASA-100 Standard. Minor changes which were made in grammar, sentence structure, or choice of words are omitted from this chart.

*Comments are in italics.*

***√ Means a recommendation to consider whether the ASA-100 needs to be revised.***

√ *NOTE: Just a reminder that the standard currently contains 7 references to '00-56A' that must be changed concurrently with any changes suggested herein*

### 1.PURPOSE.

"...This AC is not mandatory and does not constitute a regulation. Any mandatory language used in this AC applies only to those who choose to voluntarily participate in this program; those who do choose to participate must follow the processes and procedures described in this AC in their entirety to be considered compliant with this program."

*These are new sentences added to the PURPOSE paragraph*

*Existing language in para 1.B seems to already adequately parallel this with:*

" This standard is voluntary and not mandatory. The material contained herein is advisory in nature as it provides the suggested minimum quality program requirements as developed by the Aviation Suppliers Association in cooperation with the industry."

**AC 00-56A**

**3. RELATED READING MATERIALS**

a.

(2) AC 21-20, Supplier Surveillance Procedures, contains guidance and information on how production approval holders establish surveillance procedures over suppliers.

(4) AC 21-38, Disposition of Unsalvageable Aircraft Parts and Materials, contains guidelines for the proper disposal of unsalvageable parts and/or materials.

(5) AC 21.303-2, Announcement of Availability: Parts Manufacturer Approvals, provides information concerning how to obtain a listing of parts manufacturer approvals.

**AC 00-56B**

**COMMENTS**

*Deleted from B. These were in the A*

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✓ **APPENDIX B RELATED REFERENCE MATERIAL** currently contains a reference to 21-20, which was cancelled. FYI: the info is now within 21-43

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b.

(1) AC 20-36, Index of Articles (Materials, Parts, Processes and Appliances) Certified Under the Technical Standard Order System, lists the materials, parts, and appliances for which the Administrator has received statements of conformance under the Technical Standard Order (TSO) system.

(3) AC 43-16, Aviation Airworthiness Alerts, is issued monthly and prepared from information submitted by persons who operate and maintain civil aeronautical products, and can be acquired free of charge on the Internet at <http://afs600.faa.gov>. Under "Designee Standardization (640)," click on "(AC 43-16)."

**3. RELATED READING MATERIAL**

*Added in the B. These were not in the A*

✓ **APPENDIX B RELATED REFERENCE**

a.  
(2) AC 20-142, Eligibility and Evaluation of U.S. Military Surplus Flight Safety Critical Aircraft Parts, Engines, and Propellers, provides information and guidance for use in evaluating and determining the eligibility of U.S. military surplus flight safety critical aircraft parts (FSCAP), engines, and propeller for installation on FAA type certificated products.

*MATERIAL does not contain a reference to any of these, but it does not appear this section of the standard was ever meant to perfectly echo the AC. The committee may discuss whether it believes any of these should be in Appendix B*

(5) AC 21-43, Production Under 14 CFR Part 21, Subparts F, G, K, and O, provides information for Production Approval Holders (PAH) under Title 14 Code of Federal Regulations (14 CFR) part 21, Certification Procedures for Products, Articles, and Parts.

*Unrelated: If anything is changed in this Appendix B, don't forget to add the ESD Best Practice*

(6) AC 21-45, Commercial Parts, explains how you can use the provision in 14 CFR part 21, §§ 21.1(b)(3), 21.8, 21.9(a)(4), and 21.50(c), for commercial parts.

(7) AC 21-46, Technical Standard Order Program, contains guidance and information on the Technical Standard Order (TSO) process for manufacturers producing articles and appliances under a TSO Authorization (TSOA).

(8) AC 21.303-4, Application for Parts Manufacturer Approval Via Tests and Computations or Identity, contains guidance and information to applicants for Parts Manufacturer Approval (PMA) of articles.

b.

(3) FAA Order 8120.22, Production Approval Procedures, contains guidance and information on how to obtain production approval for products, articles, and parts.

**4. DEFINITIONS**

**a. Accreditation Organization.**

...The Accreditation Organization operates as an agency of the Quality System Standard Organization for the purposes of FAA oversight.

*This sentence, contained in the A, was dropped from the B*

*No apparent impact*

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**AC 00-56A**

**d. Quality System.** The total network of administrative and technical data and detailed procedures required to maintain the product and parts thereof to specified airworthiness standards. In addition, refers to the distributor's total network of administrative and detailed procedures implemented to ensure that the parts sold by the distributor satisfy the customer's aviation quality requirements and, in particular, that the parts documentation accurately reflects the criteria identified in the purchase order.

**h. Traceability.** The ability to track parts, processes, and materials to the original manufacturer or other acceptable source to meet the requirements of the installer or in accordance with the Documentation Matrix in Appendix 1.

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**AC 00-56B**

**d. Quality System.** A network of administrative processes and procedures whose purpose is to protect aircraft parts from damage or degradation, to preserve documentation associated with those parts, and to satisfy customers that purchase or obtain those parts. A distributor's quality system should ensure that the parts sold by the distributor satisfy the requirements found in Appendix 1 of this AC.

**h. Traceability.** Tracking parts, processes, and materials to a source. For an accredited distributor, traceability must meet the minimum standards found in the documentation matrix in Appendix 1.

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**COMMENTS**

*The DEFINITION of 'Quality System' changed from A to B*

*These 3 Definitions contain some degree of variation*

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*The B reworded and reformatted some of the information contained in this section, but it has no impact on the ASA-100*

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▼ *The Definitions section currently contains the A version, verbatim*

▼ The Definitions section: **Traceability** is the ability via documentation or electronic means to track parts, processes, and materials by lot number or serial number to the original manufacturer or other acceptable source requirements of the installer or in accordance with the Documentation Matrix in Appendix A.

*No impact*

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**5. BACKGROUND**

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**5. BACKGROUND**

**AC 00-56A**

**6. QUALITY SYSTEM ELEMENTS**

d. A procedure for segregation of incoming discrepant material.

e. Measuring equipment control that provides for appropriate storage, usage, and calibration when such equipment is required

**AC 00-56B**

**6. QUALITY SYSTEM ELEMENTS**

(4) A procedure for removing suspect or nonconforming material that is identified during receiving inspection (or later), and placing the removed material in a separate area until such suspicion or nonconformance can be properly resolved. The separate area may be physically segregated or it may be procedurally segregated, as long as the segregation is effective in preventing inadvertent sale or transfer of the suspect or nonconforming material prior to the identification of an appropriate disposition.

(5) A procedure for controlling measuring and/or test equipment when such equipment is required by the distributor's business model. The procedure should provide for appropriate storage, usage, and calibration of such equipment.

**COMMENTS**

*The B added more language than was contained in the A*

*Although there was an amplification of the requirement from A to B, the existing ASA-100 is in fact more than adequate.*

*Unrelated: Since we are likely going to make a revision to the standard, in light of the international recognition of the ASA-100, I'd suggest we take this opportunity to change the "...traceable to" from the current NIST to read "...traceable to an international or national measurement standard..."*

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**8. Material Control**

H. Non-Conforming Materials: A closed loop system shall exist to implement corrective action following the detection of substandard or otherwise non-conforming parts. Rejected materials shall be identified as such and segregated from usable stock.

✓ A. If required by contract for sample inspection, test equipment shall be maintained under an effective calibration program. The distributor shall have procedures which provide for appropriate storage, usage, and calibration traceable to the National Institute of Standards and Technology for all measuring and test equipment (when applicable).

B. The distributor shall have procedures to prevent tools/equipment which are past due calibration from being used. Each unit in the calibration program shall be traceable to the standard against which it was calibrated. Current documentation of calibration status shall be maintained.

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	(18) A process or procedure for training purchasing and receiving personnel about the identification of counterfeit parts and suspected unapproved parts.	<i>This is a new requirement which did not exist in the A</i>	<i>The existing ASA-100 language already addresses this; no impact</i>
<b>7. ACCEPTABLE QUALITY SYSTEM STANDARDS</b>	<b>7. ACCEPTABLE QUALITY SYSTEM STANDARDS</b>	<i>There were additions and deletions</i>	<i>No impact on the ASA-100</i>
<b>8. ACCREDITATION ORGANIZATION RESPONSIBILITIES</b>	<b>8. ACCREDITATION ORGANIZATION RESPONSIBILITIES</b>	<i>A few revisions, but largely administrative</i>	<i>No impact on the ASA-100</i>
<b>11. DISTRIBUTORS LISTED IN THE CASE REGISTER</b>		<i>This paragraph was entirely removed from the B</i>	<i>No impact on the ASA-100</i>
<b>12. DISTRIBUTORS APPROVED BY CAAs THAT HAVE A BILATERAL AGREEMENT WITH THE FAA THAT INCLUDES MAINTENANCE IMPLEMENTATION PROCEDURES.</b>	<b>11. DISTRIBUTORS APPROVED BY CAAs THAT HAVE A BILATERAL AGREEMENT WITH THE FAA THAT INCLUDES MAINTENANCE IMPLEMENTATION PROCEDURES (MIP).</b>	<i>The B rewords and reformats the information</i>	<i>No impact on the ASA-100</i>
<b>APPENDIX 1. DOCUMENTATION MATRIX</b>	<b>APPENDIX 1. DOCUMENTATION MATRIX</b>	<b>REFER TO THE THREE VERSIONS OF THE APPENDIXES, ATTACHED</b>	<i>By enlarge, the entire Appendix A will need to updated</i>
Raw Materials...	Consumable Materials...	<i>New, not in the A</i>	✓ Should be added to APPENDIX A
Standard Parts...	Raw Materials...	<i>Revised</i>	✓ "Required for Shipment" changed
New Parts...	Standard Parts...	<i>Revised</i>	✓ All three columns revised
	New Parts...	<i>Revised</i>	✓ New rows added and language changed
Used Parts...	Used Parts...	<i>Revised</i>	✓ All three columns revised