



ASA Quality Committee

24 June 2018

Documentation, FAA UPNs and FAA Decisions (and the PRA)

Recent Decisions Affecting the ASA Community

What Aircraft Parts Documentation is Required by US Law?

- Maintainers are required to create an approval for return to service document following their MRO activities
- Operators are required to retain certain maintenance records
- Operators are required to have current life status on LLPs

- There is no general traceability requirement for aircraft parts transactions – transaction requirements are typically commercial in nature

Traceability for Parts Transactions

- No US law requires a distributor to provide aircraft parts traceability records
- The US Paperwork Reduction Act forbids the FAA from imposing record requirements without OMB approval
 - Not even the 8130-3 tag has current OMB approval
- FAA has issued documentation recommendations to help standardize commercial requirements, because those requirements help support safety

Aircraft Parts Identification Paradigms: Two Basic Models

- United States Model
 - Manufacturers legally required to release airworthy parts but have no paperwork obligation
 - Installers have an obligation to confirm airworthiness
 - Evidence of sourcing from a production approval holder (PAH) is one (very common) way but not the only way
- European Model
 - Manufacturers issue release paperwork
 - Installers have an obligation to confirm that they have received the right traceability paperwork

Aircraft Parts Identification Paradigms: Neither is Perfect

- United States Model
 - Modern trend of reliance on paperwork is not supported by a firm foundation because manufacturers can and have released parts without paperwork
 - US air carriers typically release new surplus parts without manufacturer's documentation because they have not retained it
 - Installer flexibility permits variance in documentation
- European Model
 - Some manufacturers still do not issue paperwork
 - It is possible to issue EASA Form 1 as a transfer document for non-PAH parts
 - Differing standards for when production approval is necessary
 - Installers use loopholes in the system to accept parts without the "right" traceability paperwork

Complications

- The flaws in the two systems make them complicated
- The fact that the two systems have different flaws and complications makes them even more difficult to navigate
- The industry and the authorities sometimes gets confused about what standards apply

ASA: Vigilant Against Confusion

- On February 15, FAA issued a Unapproved Parts Notice (UPN) against a non-member
 - Parts distributed by Genesis Aviation Inc.: Clamp Loop, Cushion - P/N TA025030-06; Filter Element - P/N 26570; Base Plate - P/N 232012; Bushing - P/N S700B0455-6C011
- We were concerned because it claimed that the flaw in the parts was the lack of 8130-3 tags. This is neither illegal nor unsafe. We asked the FAA to further investigate whether there were any other factors causing these parts to be unapproved, and to reissue the UPN with those factors listed as the cause
- FAA rescinded the UPN on March 9

Questions?



Please feel free to ask questions

EU-UK Relations, Post Brexit

And their Potential Impact on Distributors

European Policy on Brexit

- Notice to Stakeholders
 - Published by the European Commission
 - Explains the consequences of the UK's withdrawal from the European Union's aviation safety rules
 - Worst case scenario – assumes no other agreements

Notice to Stakeholders

- When the UK leaves the European Union (EU), then from an EU perspective, this action will:
 - invalidate all certificates issued by the UK CAA, and
 - invalidate all certificates issued by the UK CAA certificate holders.
- Certificates will be invalid as of the **withdrawal date**, which is currently set for 11pm on March 29, 2019
- **Prior certificates are not grandfathered**

Exception to the Rule of Invalidation

- EU will continue to recognize the validity of a certificate that concerns a part or appliance which was
 - installed prior to the withdrawal date and in compliance with the applicable EU airworthiness requirements,
 - in an aircraft covered by a valid certificate of airworthiness issued prior to the withdrawal date by an EU-27 national authority on the basis of Article 5(2)(c) of the Basic Regulation.
- So, installed parts will not need to be removed from EU-registered aircraft

Consequences for ASA Members *(following withdrawal date)*

- EASA Form 1 – Left Side Signature
 - New parts from a UK manufacturer, with an EASA Form 1
 - No longer eligible for installation in an EU-27-registered aircraft
 - Eligible for installation in a UK-registered aircraft
 - Eligibility for installation in a US-registered aircraft depends on US-UK negotiations, but they are likely to come to an accommodation

Consequences for ASA Members *(following withdrawal date)*

- EASA Form 1 – Right Side Signature
 - Maintained/overhauled/modified parts from a UK Part 145 facility, with an EASA Form 1
 - No longer eligible for installation in an EU-27-registered aircraft
 - Even if the part was produced in the EU or US, the maintenance release is no longer recognized
 - Eligible for installation in a UK-registered aircraft
 - Eligibility for installation in a US-registered aircraft depends on US-UK negotiations

Commercial Implications Before Withdrawal

- Some purchasers may start rejecting UK CAA EASA Form 1
- They can do this through purchase order limitations, contractual limitations, etc.
- Before withdrawal date, the form is still valid -- so purchasers who reject a UK CAA EASA Form 1 *before* withdrawal may be in the wrong if their purchase order permitted any valid EASA Form 1, and failed to provide an exception for UK tags

Questions?



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ICAO SMS – Continuing to Grow in Impact

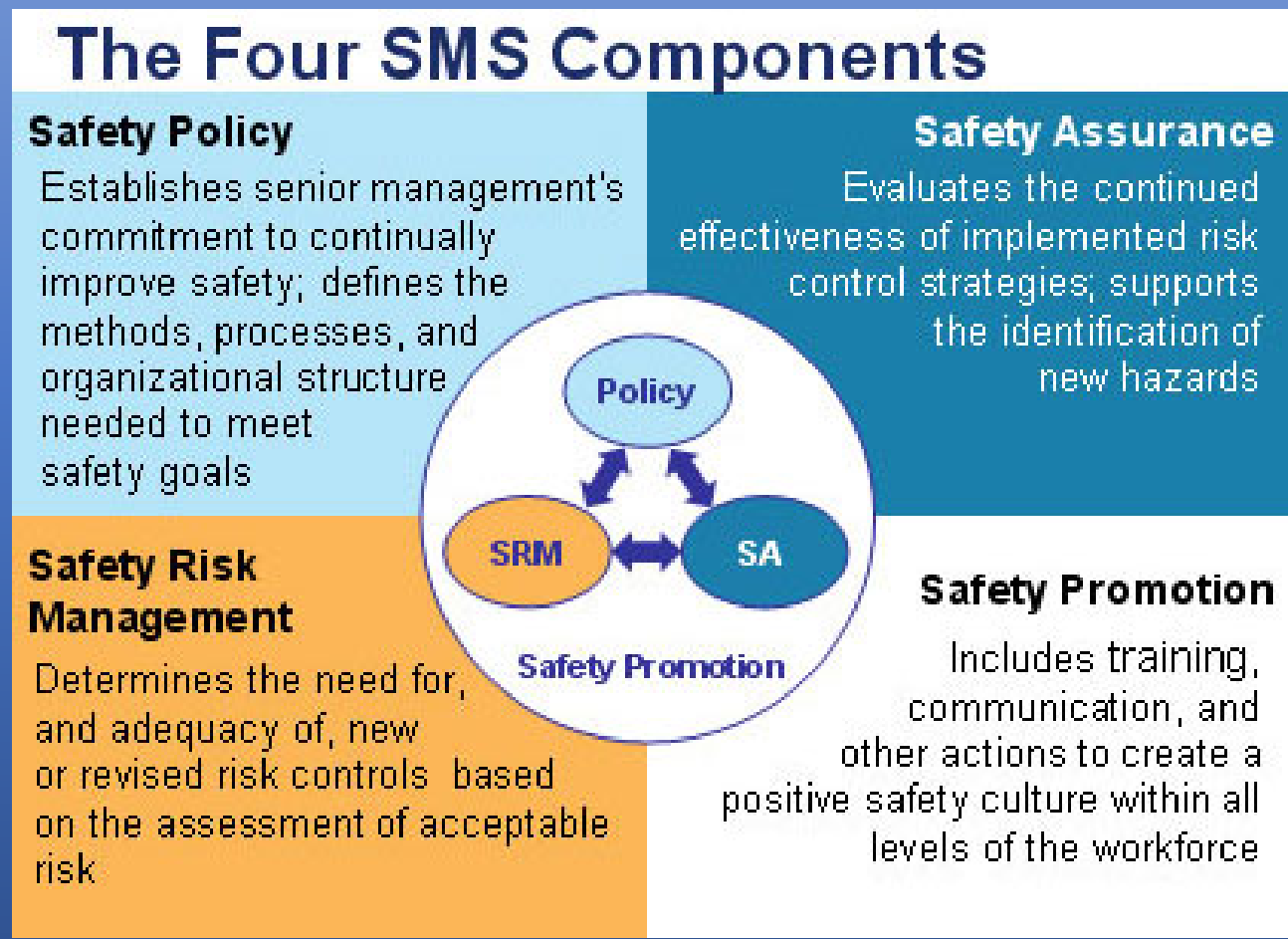
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What is a Safety Management System (SMS)?

- An organization-wide approach to managing safety risk and assuring the effectiveness of safety risk controls
- SMS is a useful tool to help a company manage compliance with FAA or other authorities' regulations
 - Air carriers in the US are required to manage safety through a SMS
 - Compliance is still the US legal standard for other businesses
- SMS includes a safety policy; formal methods for identifying hazards, controlling, and continually assessing risk; and promotion of a safety culture

Elements of SMS

- Four “pillars” of SMS:
 - Safety Policy
 - Safety Risk Management
 - Safety Assurance
 - Safety Promotion



Why is SMS Important to Distributors?

- It is a useful tool – but like all tools it should be used for the right purpose
- Authorities (like the FAA and EASA) are talking about SMS as an important environment for modern aviation businesses
- Authorities are promoting SMS among certificate holders
- Certificate holders may try to flow-down SMS as a requirement for distributors
 - There is not yet any SMS certification for distributors
 - ICAO did not mean for SMS to apply to distributors

ICAO as a Driver for SMS

- International Civil Aviation Organization (ICAO) Annex 19 requires the following organizations to implement an SMS –
 - Approved training organizations in accordance with Annex 1 that are exposed to safety risks related to aircraft operations during the provision of their services;
 - Operators of aeroplanes or helicopters authorized to conduct international commercial air transport, in accordance with Annex 6, Part I or Part III, Section II, respectively;
 - Approved maintenance organizations providing services to operators of aeroplanes or helicopters engaged in international commercial air transport, in accordance with Annex 6, Part I or Part III, Section II, respectively;
 - Organizations responsible for the type design or manufacture of aircraft, in accordance with Annex 8;
 - Air traffic services (ATS) providers in accordance with Annex 11; and
 - Operators of certified aerodromes in accordance with Annex 14.

What guidance is available?

- ICAO Safety Management Manual, 3rd Addition
- FAA Advisory Circular AC 120-92B, Safety Management Systems for Aviation Service Providers
- National Aerospace Standard NAS 9927, Safety Management Systems and Practices for Design and Manufacturing

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Parts and Material Certification

Current Status

Incident Clearance Statement (ICS)

- Discussed in several past QAC meetings
- Declares that the part has
 - Never been subject to a problem that could have affected airworthiness OR
 - If it was subject to such a problem, then it has been cleared or remedied under normal maintenance practices

Industry Drivers

- AWG published an Incident Clearance Statement (ICS) for aircraft and engines
 - IATA has asked ASA to promote use of the ICS
 - ASA has suggested a parts-specific version of the ICS, because there are more parts transactions than there are product transactions
 - ASA has suggested imbedding the ICS into a standard industry document meeting industry communication needs
- ASA considered imbedding the ICS into the ATA Spec 106 form
 - Much of that specification is badly out-of-date
 - Fall 2017: QAC decides that the only salvageable element of ATA Spec 106 is the form itself

There are Modern Drivers for a Commercial Document

- The EASA NPA proposes to create new categories of parts that would be documented with a commercial certificate
- Industry MROs and air carriers have suggested that better uniformity among commercial certificates would be desirable
 - E.g. last week at the FAA-EASA International Safety Conference
- One of the uniformity challenges surrounding the ATA Spec 106 form is that many people in the industry don't own the standard and thus have varying interpretations of the form
 - A free set of form instructions would help make usage more uniform

ASA Offers to Manage SPEC 106

- ATA Spec 106 establishes a quality system for distributors
 - ATA Spec 106 has not been substantially updated since 1993
 - ATA Spec 106 has been largely superseded by AC 00-56B and ASA-100
- The piece of ATA Spec 106 that is still used by distributors is the sample Parts/Material Certification form found in the appendix
 - Form instructions are also out-of-date
- As discussed at the last ASA QAC, and subsequently discussed by the ASA Board, ASA presented to A4A an offer to update and manage the Specification

The offer to A4A (re Spec 106)

- Explained that some of the things we've realized in this process are:
 - (1) most of this standard is very out of date;
 - (2) because it is out of date, it provides advice that is not useful and in some cases is contrary to modern industry practices; but
 - (3) one piece of the standard that is still useful, and is still actively used, is the Part and Material Certification Form that is found in the appendix to the standard; however,
 - (4) The Part and Material Certification Form is typically completed by distributors, and not by air carriers.

A4A Rejects the ASA Offer

- As discussed at the last ASA QAC, and subsequently discussed by the ASA Board, ASA presented to A4A an offer to manage the ATA Spec 106
 - We would incur the costs of updating
 - We would regularly review it within the ASA QAC
 - We would make the resulting specification available online, for free
- A4A has rejected this offer, and responded that they plan to update the specification themselves
 - This specification's main thrust is to set quality standards for suppliers – so this creates an interesting challenge to the industry
 - The A4A timetable is unknown

Challenges

- We are still faced with a desire to implement a version of the ICS into a document that distributors can easily use in transactions, without merely adding more paper

Options

- Offer proposed revisions to Spec 106 as an outside source, to help guide the A4A committee
- Ask to be part of the A4A committee revising the standard
- Recognize that ASA-100 already supersedes 95% of Spec 106, and develop an amendment to the ASA standard to address a standardized Parts/Material Certification
- **These options will be presented to the ASA Board**
 - Board decision may necessitate committee action

Questions?



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Thank You

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