

2019 FAA Update

Presented to: ASA Quality Committee

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Federal Aviation
Administration



Presentation Overview

- SUPs Reports
- 8130.21 Update
- Engagement
- DAR Policy and Training
- DAR Resources
- Exporting
- DAR Location Restrictions



Uptick in SUPs Reports

Service	2016	2017	2018	2019 (7/12/19)
Aircraft Certification	41	58	78	47
Flight Standards (includes Improper Maintenance)	55	57	67	46
Total	96	115	145	93*

*On track for 175 reports based on first 6 months data

Average increase of approximately 20% each year since 2016 (26% in 2018)



Rise in SUPs Reports

- A growing number of reports coincide with improperly filled out tags
- The FAA has a responsibility to investigate *thoroughly* and *expeditiously* when a report is filed
- Keep in mind –
 - Paperwork errors do not necessarily mean it is a SUP
 - Work can and should be done by the seller and customer to resolve issues



Important Definitions

- **Suspected Unapproved Part (SUP).** A part that is suspected of failing to meet any of the criteria pursuant to 14 CFR 21.8 or 21.9. A part that, for any reason, a person believes is not approved for use on a type certificated product.
- **Unapproved Part.** A part that fails to meet any of the criteria listed in 14 CFR parts 21.8 and 21.9. This includes parts that have been intentionally misrepresented, including counterfeit parts.
- **Improper Maintenance.** A part or component that has been returned to service by a certificated person without the work being completed in accordance with 14 CFR part 43 or an approved process/procedure acceptable to the Administrator.

Improper maintenance/alteration of an approved part does not render the part unapproved, but can render the part ineligible for installation because the part was not maintained or altered in accordance with the provisions of part 43.



Common Paperwork Errors

- When a designee issues a tag, the production approval holder's (PAH) name must be placed in block 12 (not an OEM, manufacturer, repair station, or airline)
- Repair Station E100 Inspection form provides repair stations with a method of complying with EASA's requirement for a tag for parts to be installed on EU registered aircraft
 - It is NOT meant as a method of tagging parts without proper documentation for sale to other customers
- Be aware – Use of the term “new surplus” on sales documentation has led to confusion for customers



Revision to Order 8130.21

- Streamline and standardize policy for issuance
- Eliminate redundancy and content that departs from the primary intent of the form
- Major reduction pages (74 to \approx 12)
- Engaged industry groups in its development
- While publication has been delayed, we plan to release the draft for public comment in the fall



Revision to Order 8130.21 cont.

- The revision –
 - Merged airworthiness approval and export block-by-block instructions
 - Transferred policy on prepositioning prototype products and articles to FAA Order 8120.22, *Production Approval Procedures*
 - Transferred policy on Return to Service (RTS) for products and articles to AC 43-217, *Use of FAA Form 8130-3 for Approval for Return to Service Under Part 43.*
 - Transferred PAH RTS policy to Order 8120.18, *PAHs Who Rebuild or Alter Their Own Products Under 14 CFR 43.3(j)*
 - Removed all sample figures
 - Removed all *example* block 12
 - Clarified guidance to copy/reissue a lost form or form with typographical errors when the originator is permanently unavailable
 - Added a section on instructions to complete FAA Form 8130-1, Application for Export Approval of Products and Articles
 - Replaced the word “check” with “mark” in block-by-block instructions for marking a box
 - Renamed the order to *Completion of FAA Form 8130-3 under Part 21*



Engagement

- We want to work with ASA and your community on –
 - Training
 - Best practices
 - Understanding common issues and developing solutions
- Opportunities to work directly with your designees



DAR Policy - Background

- **Catalyst: Change 6 to the Maintenance Annex Guide (MAG) – Sept 2016**
- **Limited-DAR Program – Oct 2016 – Sept 2018**
- **FC19 DARs established for distributors – Oct 2017**
- **Policy guidance for DARs issuing tags for articles at other than a PAH does not currently exist**
 - Traceability criteria was removed from 8130.21 rev G in 2010 and is not in current rev H
 - FAA training addresses traceability criteria



DAR Policy - Update

- **New policy memo to establish traceability criteria for DAR issuance of a tag at other than a PAH requires:**
 - a) Certificate of Conformity/Statement of Conformity from a production approval holder (PAH). The part number and serial number (S/N), if applicable, must match any marking on the part
 - b) Certificate of Conformity/Statement of Conformity or shipping document from a PAH supplier with verification of direct ship authorization
 - c) Part markings made under 14 CFR § 45.15. If the PAH name or other identification is not included in the part marking, then the requirements listed in bullets (a) or (b) above must be met



DAR Policy – Update (cont.)

- **Must follow FAA Order 8130.21 on how to complete FAA Form 8130-3**
- **Alternatives:**
 - Owner submits article to the PAH for inspection to determine conformity to type design
 - Provide article to an appropriate maintenance provider that may use the guidance in AC 20-62, *Eligibility, Quality, & Identification of Aeronautical Replacement Parts* to perform an inspection that may be used by the installer to determine airworthiness
- **DAR Training on New Policy**
 - On-line recurrent training being developed for DAR-F/Ts



DAR Resources

- **Manufacturing DAR-Fs = 439**
 - 41 FC19 DAR-Fs located at distributors
- **Maintenance DAR-Ts = 247**
- **Find a DAR-F with Function Code 19 by going to:**
 - <https://designee.faa.gov/dmsang/#/login>



Exporting Parts

- **Parts/Articles shipped to a U.S. repair station anywhere in the world do not require “export”**
- **FC19 DAR-Fs can issue “domestic” tags for parts, which can then be exported by:**
 - A dual use repair station when the product is returned to service, or
 - A “Traditional” DAR-F with FC20, if the parts are going directly to a foreign entity that is not a U.S. repair station
- **FC19 DAR-Fs don’t “export” parts**
 - Because they don’t hold FC20



DAR Location Restrictions

- **FAA Order 8130.21 does not restrict locations**
 - It does require a physical address of where form was completed
- **FC19 DAR-F are limited to issuing tags at the physical location of the accredited distributor**
- **“Traditional” DAR-F/T’s are under no such limitation**
 - Inspections can be conducted at any location authorized by the FAA (183.33(c))
 - Good judgement should be exercised if considering an inspection away from a distributors facility controlled environment
 - FAA must be allowed to conduct oversight at any location where the form is completed



Other Issues

- The FAA does not allow issuance of tags based on EASA Form 1



Questions

