



Lufthansa Technik

FAA Certification 50th Anniversary

&



Strategic Leadership Conference

October 17-19, 2012

Lufthansa Technik Base, Hamburg, Germany

Lufthansa Technik Celebration & ARSA Strategic Leadership Conference

October 17 - 19, 2012

Lufthansa Technik, Hamburg, Germany

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Wednesday, October 17, 2012

6:00 p.m. **Transfer from Hotel Hafen Hamburg (Seewartenstraße 9, 20459) to Hamburg Rathaus (Rathausmarkt 1, 20095)**

6:30 p.m.–9:00 p.m. **Welcoming Reception—Hamburg Rathaus**

Dr. Bernd Egert, State Secretary, Hamburg Ministry of Economy, Transport and Innovation

August-Wilhelm Henningsen, Chief Executive Officer, Lufthansa Technik AG

9:00 p.m. **Transfer from Hamburg Rathaus (Rathausmarkt 1, 20095) to Hotel Hafen Hamburg (Seewartenstraße 9, 20459)**

Thursday, October 18, 2012—Celebrating 50 Years

8:00 a.m.–8:30 a.m. **Transfer from Hotel Hafen Hamburg (Seewartenstraße 9, 20459) to Lufthansa Base (Weg beim Jäger 193, 22335)**

8:30 a.m.–9:00 a.m. **Registration & Light Continental Breakfast—Lufthansa Base**

9:00 a.m.–9:10 a.m. **Welcoming Remarks & Introductions**

Marshall S. Filler, Managing Director & General Counsel, Aeronautical Repair Station Association (ARSA)

Dr. Hans-Juergen Loss, Vice President Quality Management, Lufthansa Technik AG

9:10 a.m.–10:00 a.m. **A View from the Top: Developments in Aviation Safety**

We've come a long way. Leaders discuss advances in aviation technology, regulation and safety over the past five decades.

August-Wilhelm Henningsen, Chief Executive Officer, Lufthansa Technik AG

The Honorable Michael Huerta, Acting Administrator, Federal Aviation Administration (FAA) (via video message)

10:00 a.m.–10:45 a.m. **Break**



10:45 a.m.–12:30 p.m. **Expansions in Free Movement: The EU/U.S. Bilateral**

The Aviation Safety Agreement between the United States and The European Community was signed on May 1, 2011. Presenters discuss achievements made since and what we can do to improve on its success. Panelists will join speakers to discuss, following the formal presentations.

Speakers:

Steve Creamer, Senior Foreign Affairs Specialist, Africa, Europe & Middle East Office, FAA

Dr. Norbert Lohl, Certification Director, European Aviation Safety Agency (EASA)

Werner Luehmann, Manager, Regulatory Compliance & Authorities Liaison, Lufthansa Technik AG

Panelists:

Marshall S. Filler, Managing Director & General Counsel, ARSA

Julian Hall, Representative, Delegation of the European Commission, Washington DC, EASA

Benno Schmaljohann, Design, Production and Maintenance Organizations, Luftfahrt-Bundesamt

Ulrich Schulte-Strathaus, Chairman, Aviation Strategy & Concepts (Moderator)

12:30 p.m.–2:00 p.m. **Networking Lunch**

2:00 p.m.–3:15 p.m. **Safety Management Systems**

Panelists discuss the future of this systemic approach to managing safety and how industry is incorporating it into business models.

Frédéric Copigneaux, Deputy Certification Director, EASA

Dr. Hans-Juergen Loss, Vice President Quality Management, Lufthansa Technik AG

Cpt. Manfred Mueller, Head of Flight Safety, Deutsche Lufthansa AG

3:15 p.m.–3:30 p.m. **Break**

3:30 p.m.–5:30 p.m. **Lufthansa Technik AG Facility Tour**

5:30 p.m.–6:30 p.m. **Trans-Atlantic Cooperation: A Visit with the Ambassador**

The Ambassador discusses aviation trade and the positive impact the industry has on international relationships.

August Wilhelm Henningsen, Chief Executive Officer, Lufthansa Technik AG

The Honorable Philip D. Murphy, U.S. Ambassador to Germany

6:30 p.m. **Transfer from Lufthansa Base (Weg beim Jäger 193, 22335) to Hotel Hafen Hamburg (Seewartenstraße 9, 20459)**

8:00 p.m. **Reception & Dinner—Rickmer Rickmers**

Walking instructions from Hotel Hafen Hamburg (Seewartenstraße 9, 20459) to the Rickmer Rickmers (Landungsbrücken, Ponton 1A, 20359) will be provided.

Lufthansa Technik AG and the Federal Aviation Administration
50 Years of International Cooperation for International Safety

Friday, October 19, 2012—ARSA Strategic Leadership Conference

8:00 a.m.–8:30 a.m. **Transfer from Hotel Hafen Hamburg (Seewartenstraße 9, 20459) to Lufthansa Base (Weg beim Jäger 193, 22335)**

8:30 a.m.–9:00 a.m. **Welcome & Light Continental Breakfast—Lufthansa Base**

9:00 a.m.–10:30 a.m. **ARSA Action Update: The Industry's Voice Grows Louder**

An in-depth look at ARSA's advocacy on behalf of the aviation maintenance industry. What is being done to affect regulation and influence legislation? What strategic threats are looming on the horizon and how are they being addressed? What's likely to happen in the 2012 U.S. elections and how will the outcome affect your company (no matter where you're located)? How do you increase the Association's effectiveness (as well as your own)?

David Albert, Vice President of External Affairs, Chromalloy & Government Affairs Chairman, ARSA

Daniel Fisher, Vice President of Legislative Affairs, ARSA

Gary Fortner, Vice President of Quality Control & Engineering, Fortner Engineering & Senior Vice President, ARSA

Sarah MacLeod, Executive Director, ARSA

Christian A. Klein, Executive Vice President, ARSA (moderator)

10:30 a.m.–11:00 a.m. **Break**

11:00 a.m.–12:00 p.m. **Public Relations**

Industry experts discuss how to plan for and manage public relations challenges that arise in the MRO environment.

Bernd Habel, Head of Corporate Communications, Lufthansa Technik AG

The Honorable Mark Rosenker, Member, Board of Directors, Sequa Corporation & Former Chairman, National Transportation Safety Board

Christian Klein, Executive Vice President, ARSA (moderator)

12:00 p.m.–1:30 p.m. **Working Lunch: Heavy Metal Heavy Maintenance**

Dickinson, lead singer of the heavy metal band Iron Maiden, commercial airline pilot and aviation entrepreneur, has established Cardiff Aviation Limited, a South Wales-based repair station to provide heavy aircraft maintenance. Bruce discusses his passion for aviation, how he has managed to combine love of music and flying, and what attracted him to the aviation maintenance industry.

Bruce Dickinson, Co-Owner, Cardiff Aviation Ltd

2:00 p.m.–2:30 p.m. **Transfer from Lufthansa Base (Weg beim Jäger 193, 22335) to Hotel Hafen Hamburg (Seewartenstraße 9, 20459)**

2:00 p.m.–4:00 p.m. **ARSA Board Meeting (invitation only)**

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Speaker & Attendee Listing

A, B

Albert, David
Vice President of External Affairs
Chromalloy
USA

Arnett, Robert
Vice President of Quality
Barfield Inc. A Sabena Technics Company
USA

Bernhard, Conrad
Senior Vice President, CTO
Lufthansa Technik AG
GERMANY

C

Carlile, Joseph
Professional Staff Member (Minority)
House Transportation, Housing and Urban
Development and Related Agencies
Subcommittee
USA

Copigneaux, Frederic
Deputy Certification Director
European Aviation Safety Agency
GERMANY

Creamer, Steve
Senior Foreign Affairs Specialist, Africa,
Europe & Middle East Office
Federal Aviation Administration
BELGIUM

D, E,

Dickinson, Bruce
Co-Owner
Cardiff Aviation
UNITED KINGDOM

D, E,

Disrud, Douglas
Professional Staff Member (Majority)
Senate Transportation, Housing and Urban
Development and Related Agencies
Subcommittee
USA

Egert, Bernd
State Secretary
Hamburg Ministry of Economy, Transport
and Innovation
GERMANY

F

Filler, Marshall
Managing Director & General Counsel
Aeronautical Repair Station Association
USA

Fisher, Daniel
Vice President of Legislative Affairs
Aeronautical Repair Station Association
USA

Fortner, Gary
Vice President of Quality Control &
Engineering
Fortner Engineering & Manufacturing, Inc.
USA

Friedberg, Michael
Professional Staff Member (Majority)
House Transportation, Housing and Urban
Development and Related Agencies
Subcommittee
USA

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G, H

Garcia, Sylvia
Deputy Assistant Secretary for Budget and
Programs
Department of Transportation
USA

Habbel, Bernd
Lufthansa Technik, AG
Head of Corporate Communications
GERMANY

Hall, Julian
Representative
Delegation of the European Commission,
Washington DC
European Aviation Safety Agency
USA

Hallahan, Kate
Minority Subcommittee Staff Director
House Transportation, Housing and Urban
Development and Related Agencies
Subcommittee
USA

Hartman, Natalie
Director Public Affairs the Americas
Deutsche Lufthansa AG
USA

Hayman, Mark
Director of Engineering
Hong Kong Aircraft Engineering Company
Limited (HAECO)
CHINA

Henningsen, Wilhelm
Chairman of the Executive Board
Lufthansa Technik AG
GERMANY

G, H

Hunter, John
Executive Vice President Operations
HEICO Aerospace Corporation
USA

I, J, K

Jordan, Gary
President & Chief Executive Officer
Jordan Propeller Service, Inc.
USA

Klein, Christian
Executive Vice President
Aeronautical Repair Station Association
USA

Konzock, Carsten
Dipl.-Ing.
Luftfahrt-Bundesamt
GERMANY

L

Latimer, Dave
Vice President Regulatory Compliance
TIMCO – Greensboro
USA

Leite, Jorge
Vice President Quality
TAP Maintenance & Engineering
PORTUGAL



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Speaker & Attendee Listing

L

Lohl, Norbert
Certification Director
European Aviation Safety Agency
GERMANY

Loss, Hans-Juergen
Vice President Quality Management
Lufthansa Technik AG
GERMANY

Luehmann, Werner
Manager Regulatory Compliance &
Authority Liaison
Lufthansa Technik AG
GERMANY

M

MacLeod, Sarah
Executive Director
Aeronautical Repair Station Association
USA

Maguire, Crystal
Vice President of Operations
Aeronautical Repair Station Association
USA

Mueller, Manfred
General Manager Flight Safety Research
Deutsche Lufthansa AG
GERMANY

Murphy, Philip D.
Ambassador to Germany
United States Diplomatic Mission to
Germany
GERMANY

N, O, P

Norman, Bill
President MRO Services
TIMCO Aviation Services
USA

Perdue, Jim
Vice President
SONICO, Inc.
USA

Q, R

Rosenker, Mark
Member of the Board of Directors
Sequa Corporation
USA

Ruiz, Ernesto
Chief Executive Officer
AEROMAN
EL SALVADOR

S, T

Schmaljohann, Benno
Head of Department Design, Production
and Maintenance Organisations
Luftfahrt-Bundesamt
GERMANY

Schulte-Strathaus, Ulrich
Chairman
Aviation Strategy & Concepts
GERMANY

Sirico, Joseph
Senior Fellow, Regulatory Compliance
Pratt & Whitney
USA

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Speaker & Attendee Listing

S, T

Smith, Dena
Majority Subcommittee Staff Director
Senate Transportation, Housing and Urban
Development and Related Agencies
Subcommittee
USA

Specht, Karl
Continuing Airworthiness Organizations
Mrg.
European Aviation Safety Agency
GERMANY

Storch, David
Chairman & Chief Executive Officer
AAR Corp.
USA

U, V, W, X, Y, Z

Wendler, Derk
Dipl.-Ing.
Luftfahrt-Bundesamt
GERMANY



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AAR Corp.

Headquartered in Wood Dale, Ill., AAR is a leading provider of diverse products and services to the worldwide commercial aviation and government/defense industries. AAR combines a close-to-the-customer business model with a broad range of capabilities to help customers operate more efficiently, lower costs and maintain high levels of quality, safety and service. AAR is a financially stable, dedicated partner with an enduring commitment to innovation, execution, continuous improvement, and customer value. AAR provides both stand-alone services and customized, integrated solutions to passenger airlines, cargo carriers, tier-two suppliers, and aircraft and engine OEMs with diverse MRO, engineering, logistics, and precision fabrication capabilities. AAR also provides specialized products and services to support national defense, homeland security, and humanitarian aid operations.

AAR is the second largest independent provider of MRO services in North America.

David Storch

Chairman and Chief Executive Officer

David Storch joined AAR in 1979 with responsibility for developing the company's aircraft engine business. Through his leadership and industry expertise, the business flourished, and in 1987 Mr. Storch was named president of the AAR Trading Group. He became president and chief operating officer in 1989, and in 1996 he assumed the additional role of chief executive officer, the second since the company was incorporated in 1955. Mr. Storch was named to the additional post of chairman of AAR Corp. in October 2005, and under his leadership AAR was named one of the most trusted companies by Forbes magazine. Mr. Storch serves on the boards of the Chicago Urban League, KapStone Paper and Packaging Corporation, Kemper Corporation, The United States Navy Memorial Foundation, The Wings Club, and World Business Chicago. He is also currently a member of the Economic Club of Chicago. Mr. Storch holds a Bachelor of Arts from Ithaca College.



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Aeroman

With more than 25 years of experience, Aeroman is the leading narrow-body MRO provider and the only member of the Airbus MRO Network in Latin America. With specialized services for Airbus A320 and Boeing 737 families, Aeroman is internationally recognized for its commitment to quality and turnaround time with a low cost advantage. Aeroman has performed more than 1,000 heavy checks and has been the only Latin American MRO to have successfully expanded its operations in the last decade.

Ernesto Ruiz

Chief Executive Officer

Ernesto Ruiz was appointed to his current position in July 2006. With more than 26 years of experience in senior leadership positions with TACA Airlines, Mr. Ruiz has played a crucial role both in the successful turnaround of GRUPO TACA and Aeroman's entry into the North American marketplace. Mr. Ruiz began his career with TACA in 1985 as general manager for Aeroman, the company's MRO division. He became TACA's director of maintenance and engineering in 1988, and was promoted to vice president of maintenance and engineering for GRUPO TACA in 2000 while maintaining his ongoing GM responsibilities with Aeroman. Among his key responsibilities were developing, selling, and managing heavy maintenance work for third-party customers, and providing all maintenance and engineering support for GRUPO TACA's fleet of aircraft.

Previously Mr. Ruiz worked for more than ten years in the metallurgic sector in Spain and El Salvador, progressing in his career from research and engineering to operations, sales, and marketing and finally to general managerial positions.

He was president of the maintenance committee of the Latin America Airlines Association (ALTA) for 8 years and recently named one of the twenty best business men in Latin America by America Economia.

Mr. Ruiz holds a bachelor's degree in metallurgic engineering and an extended studies degree in business administration and marketing from the University of Bilbao, Spain.



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Aeronautical Repair Station Association

ARSA is the not-for-profit international trade association for certificated repair stations. ARSA represents the interests of aviation maintenance and alteration facilities before FAA, NTSB, and other agencies. Founded in 1984, ARSA is the leading provider of regulatory training and compliance information for aviation design, production, and maintenance.

Sarah MacLeod

Executive Director

Sarah MacLeod was instrumental in the formation of the ARSA. She is a managing member of the law firm of Obadal, Filler, MacLeod & Klein, P.L.C., where she is engaged in the legal representation of foreign and domestic air carriers, aircraft maintenance, and alteration facilities, distributors, pilots, and other individuals and companies in federal court and before federal administrative bodies.

Ms. MacLeod is assistant chair for air carrier and general aviation maintenance of the FAA's Aviation Rulemaking Advisory Committee (ARAC), a post she has held since 1996. As a member of the FAA's Suspected Unapproved Parts (SUP) Task Force, she helped develop the plan on which the current FAA SUP program is based and she edited the Parts Manufacturer Approval Manual.

Ms. MacLeod obtained her law degree from the Catholic University of America. She holds a bachelor's of human services degree from Evergreen State College, Olympia, Wash.

Marshall S. Filler

Managing Director and General Counsel

Marshall S. Filler serves as ARSA's chief legal officer and provides advice and counsel in the administration of the Association.

In this capacity, he represents aviation industry clients in matters pending before federal agencies, Congress, and the courts. He performs extensive consulting work for clients in the safety regulatory area, advising air carriers, repair stations, manufacturers, distributors, fixed base operators, individual airmen, and other business entities on issues pertaining to certification, maintenance, flight operations, hazardous materials, airport compliance, and construction of tall buildings near airports.

Mr. Filler received his law degree from the American University Washington College of Law in 1973 and is admitted to the bars of the District of Columbia (inactive), Maryland (inactive), Virginia, the United States Supreme Court, and the United States Court of Appeals for the District of Columbia Circuit. He is also a member of the NTSB Bar Association.



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Aeronautical Repair Station Association (*cont'd*)

Christian A. Klein

Executive Vice President

Christian A. Klein is the executive vice president of ARSA and a managing member in the law firm of Obadal, Filler, MacLeod & Klein, P.L.C. He oversees ARSA's communications and industry outreach and represents the interests of members on Capitol Hill. Klein has more than a decade of experience in politics and political communications, having worked for a member of Congress, a congressional committee, and various Washington lobbying firms.

Mr. Klein is admitted to the bars of the Virginia, District of Columbia, North Carolina (inactive), United States Courts of Appeals for the Armed Forces, Fourth, and D.C. Circuits, and the United States Supreme Court, among others. He graduated with honors from the College of William and Mary in 1992 with a bachelor's degree in international relations, received his law degree and a master's degree in congressional politics from the Catholic University of America in 1995, and earned a postgraduate certificate in public relations from the University of Virginia in 2005. He currently serves on the adjunct faculty of the University of Virginia, where he teaches courses in political public relations, public relations ethics and law, and public relations writing.

Daniel Fisher

Vice President of Legislative Affairs

Daniel Fisher is ARSA's vice president of legislative affairs and an attorney in the law firm Obadal, Filler, MacLeod, and Klein PLC. Daniel Fisher served four years on the Senate Judiciary Committee staff of Sen. Arlen Specter (R-Pa.) prior to his arrival at Obadal, Filler, MacLeod & Klein, P.L.C. As counsel to Sen. Specter, Mr. Fisher advised him and other senators on a wide range of legal and legislative issues that reflect the committee's broad jurisdiction. During his final two years on the Committee, Mr. Fisher was responsible for legislation dealing with federal preemption, arbitration, the Freedom of Information Act, and the False Claims Act. He also dealt with issues involving bankruptcy and antitrust law, and worked on executive and judicial nominations, including serving on the legal team that handled the confirmation of two Supreme Court justices.

In 2002, Mr. Fisher graduated magna cum laude with a B.A. in political science and public policy from St. Mary's College of Maryland. He received a J.D. from George Mason University School of Law in 2005, and is a member of the District of Columbia Bar.

Crystal Maguire

Vice President of Operations

Crystal Maguire is ARSA's Vice President of Operations and an attorney in the law firm Obadal, Filler, MacLeod, and Klein PLC. She has been with the firm since 2004 and has held various positions with ARSA, including training coordinator, manager of government affairs and executive associate.

In 2003, Ms. Maguire graduated with a B.A. from the University of Tulsa. She received a J.D. from American University, Washington College of Law's evening program in 2010, and is a member of the Virginia State Bar.



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Aviation Strategy & Concepts

Founded in September 2012 as a state-of-the-art communications tool, AS&C provides expertise on EU competition policy, EU external relations policy and environmental affairs. Its large network assists to establish contacts in EU institutions.

Ulrich Schulte-Strathaus

Chairman

Ulrich Schulte-Strathaus, born in Australia, was educated in England and France before graduating in law in Germany.

In 1981, he joined Lufthansa German Airlines. He assumed several management functions, ranging from collective labor negotiations in the HR department, to political lobbying and marketing. In 1992, he was appointed vice president of corporate international relations and government affairs, a function he held for 10 years. During this period of fundamental change for Lufthansa, Mr. Schulte-Strathaus was involved in a pivotal function for Lufthansa's privatization, the negotiations of the German government with the United States on an open sky agreement, and in securing regulatory approval from the EU Competition Authorities for the company's alliance arrangements with United Airlines and various European carriers.

In September 2002, Mr. Schulte-Strathaus was appointed secretary general of the Association of European Airlines by the CEOs of the association. With his personal international background, network of contacts with policy makers, professional experience and knowledge of the aviation sector, Mr. Schulte-Strathaus increased the political clout and visibility of the association. He was deeply involved in developing a visionary concept of an "Open Aviation Area" for the transatlantic aviation market, as well as providing researched and substantiated industry views on draft legislation on European aviation.

After 10 years at the helm of the Association, Mr. Schulte-Strathaus founded his own specialized consultancy, Aviation Strategy & Concepts, in 2012. To date, he provides several clients with access to key EU regulators, and guidance on issues related to EU competition, environmental and external relations policy. His company has partnered with an international consultancy to provide guidance on restructuring projects.

An alumnus of the Harvard Business School, Mr. Schulte-Strathaus is a non-executive member of several boards of directors of renowned institutions, and an author of several publications.

Mr. Schulte-Strathaus is married and has two children.

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Barfield, Inc.

Established in 1945, Barfield is an authorized repair facility for major European and U.S. original equipment manufacturers (OEMs). Its repair and overhaul capabilities include hydraulics, avionics, instruments, accessories, and crew seats for Airbus and Boeing airliners, regional and business aircraft, as well as helicopters. The company, a subsidiary of Sabena Technics Group, consists of 250 employees across three facilities in Miami, Phoenix, and Louisville.

Robert Arnett

Vice President - Quality

Robert Arnett has more than 36 years of experience in the aviation industry on both the military and commercial side with a wide range of experience and certifications. He holds an FAA A&P certificate, has gone through the FAA designee training in Oklahoma City, was certified in cad plating and non-destructive testing (including dye/fluorescent penetrant, mag particle and eddy current), is an ISO lead assessor and was a level III CASE auditor.

Mr. Arnett started his career in the U.S. Marine Corps and, upon his honorable discharge, started working depot level maintenance on U.S. Air Force contracts with Lear Siegler Inc. During his 13 1/2 years with Lear, he quickly ascended the ladder. After just one year, he was promoted to senior technician. The following year he advanced two positions to field team leader. He found himself at 23 years of age to be the youngest individual to have ever held the position, responsible for a crew of 68 employees. He worked for 10 1/2 years on production/operations before accepting the position of quality analyst. He performed spot checks on field teams, acted as the project manager that oversaw the day by day operation, and coordination of some of the company's Army and Marine Corp contracts.

In 1993, Mr. Arnett decided to transition into the commercial aircraft industry where he has gained considerable experience working at an airline and independent repair stations. After working in operations for three years, he returned to quality where he served as chief inspector/quality manager and played a role in the extensive expansion and relocation of two repair stations. At the Barfield-Tempe, Ariz. facility, he once again became chief inspector and, for a third time, expanded and relocated a repair station to a larger facility under FAA and EASA guidelines.

After just 2 1/2 years, Mr. Arnett was promoted again and was required a move across the country from Phoenix to Miami. After his supervisor retired, Robert replaced him as the vice president of quality at the main facility for Barfield Inc., a Sabena Technics company.

Lately, he has worked closely with ARSA to lift the ban on foreign repair stations so that Barfield can obtain FAA certification for its facility in Bogota, Columbia. Robert recently held meetings at the offices of Sen. Marco Rubio (R-Fla.) and Rep. Mario Diaz-Balart (R-Fla.) concerning the ban in an attempt to pressure Congress to ensure that the Department of Homeland Security finalizes the repair station security rules.



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Cardiff Aviation Ltd

Cardiff Aviation Limited will specialize in heavy maintenance of Airbus and Boeing commercial aircraft, and will be based in the 132,000 square foot hangar at St. Athan Enterprise Zone in the Vale of Glamorgan, Wales, U.K. As well as maintenance of airliners and other large aircraft for several major and independent airlines, Cardiff Aviation will have facilities to complete the full range of ancillary aircraft maintenance activities, including technical and flight training, and has the expertise and approvals to certify aircraft from many jurisdictions, including the U.S.

Bruce Dickinson

Co-Owner

Bruce Dickinson is the lead singer of the rock band Iron Maiden, which recently completed its 2012 tour of North America. Dickinson is also the founder of Cardiff Aviation, a commercial aircraft heavy maintenance, pilot, and engineer training company based at St. Athan Aerospace Enterprise Zone in former RAF hangars and facilities –amongst the best in the world. His aviation roots are deep. Dickinson has been flying commercial airliners for a number of airlines more than ten years, currently flies Boeing 757s, and is qualified to train pilots to fly or refresh their ratings on Boeing 737s. Cardiff Aviation has been established with the assistance of the Welsh government, which took over the facilities in July 2012. Dickinson and his team are currently preparing for the first aircraft to arrive for maintenance. The plan is to use the indigenous aviation industry expertise from the area to re-establish and grow the sector.



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Chromalloy

Chromalloy, Sequa Corporation's largest business unit, provides the airline industry with a broad range of aftermarket services and ranks as the leading independent supplier of advanced repairs for jet engine parts. Chromalloy operates around the world and around the clock, providing airlines with timely, cost-effective, and proven repairs for turbine airfoils and other critical engine parts - repairs that extend the life of the parts and drive down airline maintenance costs. Chromalloy also serves the industrial and marine gas turbine market, as well as the military market. Other Sequa business units include ARC Automotive, Casco Products, and Precoat Metals.

David G. Albert

Vice President of External Affairs

David Albert is vice president of external affairs for Chromalloy, and its parent company, Sequa Corporation. He is responsible for developing and managing relationships with state, local, and federal officials. Working closely with marketing and corporate communications, he ensures that members of government at all levels are aware of Chromalloy's businesses' technical capabilities.

Prior to joining Chromalloy in 2008, he formed the Waverly Group, a public affairs consulting firm in Washington, D.C., for corporate clients. He has more than 25 years of government affairs and political trend analysis experience. Areas of expertise include international trade, defense and aerospace, construction and building, and political campaigns. Albert holds a bachelor of science in business management from Oral Roberts University.



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Deutsche Lufthansa AG

Deutsche Lufthansa AG is a global aviation group. The group operates in five business segments, each dedicated to high quality standards. The five units – the passenger airline business, logistics, MRO, catering, and IT services – all play a leading role in the industries in which they operate. The Lufthansa Group includes a total of more than 400 subsidiaries and associated companies. The Lufthansa Group employed some 120,000 personnel at the end of 2011, and achieved total operating revenue of €28.7 billion for the year.

Manfred Mueller

Head of Flight Safety

Manfred Mueller is the head of flight safety at Lufthansa. He works on creating safety performance indicators and other evidence-based risk management tools.

Since 2007, Mr. Mueller has also been certified to train pilots on Airbus A330s and A340s. However, his experience as a commercial pilot stretches back to 1979 during his training at the Lufthansa Flight Training School in Bremen, Germany and Phoenix.

He is also a lecturer in risk management. Mueller deals with the development of strategies for improved human resources management in unmonitored areas of work, and holds numerous lectures, seminars, and workshops for various sectors of industry on risk management and error handling. Some of these industries include mining, chemical industry, transportation, banking, nuclear industry, and construction.

Natalie Hartman

Director, Public Affairs, The Americas



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Speaker & Attendee Biographies

European Aviation Safety Agency

The European Aviation Safety Agency (EASA) is an agency of the European Union (EU), headquartered in Cologne, Germany. Created in 2002, the Agency has been given regulatory and executive tasks in the field of civil aviation safety. EASA gives advice to the EU on drafting new legislation, implementing, and monitoring safety rules, type-certification of aircraft and components, authorizes third-country operators, and performs safety analysis and research.

Norbert Lohl

Certification Director

Dr. Norbert Lohl was appointed Jan. 1, 2004, as certification director of EASA and is responsible for the type certification of all aeronautical products in the EU including airplanes, helicopters, engines, parts, and appliances. Before joining EASA, Dr. Lohl worked from 1993 to 2003 in various senior management functions (head of Administration Department, head of Commercial Operators Department) and as deputy of the president of the German Federal Aviation Office Luftfahrt-Bundesamt (LBA).

After the German reunification in 1990, Dr. Lohl became manager of the newly created regional office in Berlin taking over the former East-German Aviation Administration. Dr. Lohl began his career at the German Federal Aviation Office in 1982 as project certification manager for transport category airplanes, mainly responsible for Airbus aircraft type certification.

After having finalized his university studies in physics from 1969 to 1974 and passing a clerkship in aeronautics between 1974 and 1976, Dr. Lohl joined the German Aeronautical Research Centre (DFVLR/DLR) and worked as expert in the field of flight guidance and navigation systems, in which he wrote his dissertation and received his doctorate in engineering issued by the Technical University of Braunschweig, Germany, in 1982.

Frédéric Copigneaux

Certification Deputy Director

Frédéric Copigneaux is a native of France with a degree in electronic engineer. He has held various positions in the public and private sectors in France, in particular as the head of the production office, deputy, and later head of the airworthiness department of the French aviation authority. In Sept., 2004, Mr. Copigneaux joined EASA, located in Cologne, Germany, as its deputy certification director.



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European Aviation Safety Agency (*cont'd*)

Julian Hall

Representative, Delegation of the European Commission, Washington DC

Julian Hall trained in Bristol, U.K. as an aircraft engineer and worked for a variety of European operator/maintenance organizations, including six years at British Airways as a Boeing 747 heavy maintenance manager. Hall joined the CAA U.K. as an airworthiness surveyor in 1998 and was seconded to the Joint Aviation Authorities in the Netherlands with responsibility for foreign maintenance approvals and their standardization. He joined EASA as the continued airworthiness organizations section manager in 2004. Hall was selected as the EASA Representative to Washington, D.C. in 2008 and now covers all aspects of EASA's interface with the FAA and U.S. industry.

Mr. Hall is an FAA A&P mechanic, multi rated EASA Part 66 licensed engineer, and also holds an MBA.

Karl Specht

Sections Manager, Continuing Airworthiness Organizations

Karl Specht has been with EASA since 2007. He succeeded Julian Hall as CAO section manager in April 2009. Mr. Specht graduated from the University of Munich in 1988 with a degree in aeronautics. He has 22 years of aviation experience in airline and MRO environments, and holds EASA Part 66 licenses for various Boeing and Airbus types.



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Federal Aviation Administration

The FAA is the national aviation authority of the United States. An agency of the U.S. Department of Transportation, it has authority to regulate and oversee all aspects of civil aviation. The FAA has eight major roles: regulating U.S. commercial space transportation; regulating air navigation facilities' geometry and flight inspection standards; encouraging and developing civil aeronautics, including new aviation technology; issuing, suspending, or revoking pilot certificates; regulating civil aviation to promote safety, especially through local offices called Flight Standards District Offices; developing and operating a system of air traffic control and navigation for both civil and military aircraft; researching and developing the National Airspace System and civil aeronautics; and developing and carrying out programs to control aircraft noise and other environmental effects of civil aviation.

The Honorable Michael P. Huerta

Acting Administrator

Michael P. Huerta is the acting administrator of the FAA. He assumed this role on Dec. 5, 2011.

Mr. Huerta is responsible for the safety and efficiency of the largest aerospace system in the world. He oversees a \$15.9 billion dollar budget, more than 47,000 employees, and is focused on ensuring the agency and its employees are the best prepared and trained professionals to meet the growing demands and requirements of the industry. Mr. Huerta also oversees the FAA's multi-billion dollar NextGen air traffic control modernization program as the U.S. shifts from ground-based radar to state-of-the-art satellite technology.

Mr. Huerta was confirmed by the U.S. Senate as the FAA's Deputy Administrator on June 23, 2010.

Mr. Huerta is an experienced transportation official who has held key positions across the country. His reputation for managing complex transportation challenges led him to the international stage when Huerta was tapped as a managing director of the 2002 Olympic Winter Games. The Olympics drew 2,400 athletes from 78 countries to Salt Lake City. Mr. Huerta was critical in the planning and construction of a variety of Olympic transportation facilities, as well as the development of a highly successful travel demand management system that insured the transportation system operated safely and efficiently.

Before joining the FAA, Mr. Huerta held senior positions at Affiliated Computer Services (ACS) from 2002-2009, rising to the position of president of the Transportation Solutions Group; ACS is now a Xerox company specializing in business processes and information technology.

Mr. Huerta was a commissioner of New York City's Department of Ports, International Trade, & Commerce from 1986-89. He then served as the executive director of the Port of San Francisco from 1989-1993. From 1993-98, Huerta held senior positions in the U.S. Transportation Department in Washington, D.C., serving under Secretary Federico Pena and Secretary Rodney E. Slater.

He holds a bachelor's degree in political science from the University of California-Riverside and a master's in international relations from the Woodrow Wilson School of Public and International Affairs at Princeton University.



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Federal Aviation Administration (*cont'd*)

Stephen P. Creamer

Senior Foreign Affairs Specialist, Africa, Europe & Middle East Office

Steve Creamer became director of the FAA's Europe, Africa, & Middle East regional office, located in the American Embassy in Brussels in Nov. 2009. In that position he is responsible for promoting U.S. interests and advancing civil aviation safety and efficiency, leading a staff of senior representatives located in Belgium, England, France, Russia, Senegal, and the United Arab Emirates.

He plays a leading role in the development of international aviation policy and serves as the chief advocate for U.S. aviation interests in the region. He also builds alliances with international civil aviation authorities and businesses, negotiates technical assistance agreements, and leads FAA delegations to effect strategic change in international aviation consistent with FAA's goals.

Mr. Creamer has held a number of executive and managerial positions in the FAA over 25 years in the Air Traffic and International Aviation organizations. He also served as manager of the domestic Reduced Vertical Separation Minimum program. As acting director of the System Safety and Procedures Office, he developed a strategy to achieve capacity improvements in the South Florida airspace by combining activities within terminal, en route, and traffic flow management.

From Jan. 2006 to Nov. 2009, Mr. Creamer served as a member of the Air Navigation Commission of the International Civil Aviation Organization (ICAO). He was a technical adviser to the ICAO Council, which approves international civil aviation standards and recommended practices.

Mr. Creamer is also a private pilot.

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Fortner Engineering & Manufacturing, Inc.

Established in 1952, Fortner Engineering is an FAA and EASA approved repair station specializing in the component maintenance requirements of airlines, repair stations, prime contractors, original equipment manufacturers, and parts distributors worldwide. Operating out of its 25,000 square foot facility in Glendale, Calif., Fortner's core business is providing highly specialized MRO services for commercial and regional jet aircraft hydraulic components. Fortner provides a unique dual role to customers requiring complete line replacement unit (LRU) MRO support, as well as those in need of sub-component repair solutions provided by any of Fortner's 600 designated engineering representative approved repair procedures.

Gary Fortner

Vice President of Quality Control & Engineering

Gary Fortner has 20 years of aviation experience. He is currently part owner and vice president of quality control and engineering of Fortner. Prior to becoming involved with quality control, he served in a number of capacities, including engineer. In 1998, he was appointed an FAA designated engineering representative (FAA-DER) specializing in the approval of major repair and major alteration of hydraulic accessory components.

Mr. Fortner has a bachelor of science degree in mechanical engineering from San Diego State University and a master's in material engineering from California State at Northridge. He currently serves on the board of directors for Fortner Engineering and is ARSA's senior vice president.



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Speaker & Attendee Biographies

Hamburg Ministry of Economy, Transport and Innovation

The Hamburg State Ministry for Economy, Transport, & Innovation is an administrative body of the Hamburg Senate, the regional government of Hamburg, Germany. The strengthening of the economic potential, competitiveness, and growth of the economy of Hamburg and the metropolitan region are key issues for the Hamburg government and the State Ministry. Research, regional development, and international co-operation play an important role. Future oriented branches and clusters are promoted and the development of new infrastructures, networks, and human capital is fostered.

Dr. Bernd Egert

State Secretary

Dr. Bernd Egert was appointed state secretary for the Hamburg Ministry of Economy, Transport, & Innovation on March 24, 2011. Beginning in 2004, he served as the head of the department for Economy, Port, & Technology within the Ministry of Economics and Labor Affairs of Hamburg.

In 1996, Mr. Egert became head of the department of Planning for the Senate Chancellery of Hamburg. His work focused on political planning and policy work in the fields of economic and labor issues, technology, science, education, culture, urban development, transportation, and the environment.

In 1991, Mr. Egert was head of the policy department for Economy, Research, & Technology for the Representative Office of Hamburg to the federal government in Bonn, Germany. He also has experience consulting on issues related to technology and innovation as well as the funding and implementation of research and development projects.

He studied physics at Hamburg University and carried out research at both the University of Wisconsin-Madison and Cornell University.



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HEICO Aerospace Parts Group

HEICO Aerospace is one of the world's largest providers of cost savings solutions for parts, repairs, and distribution, saving airlines worldwide more than \$100 million annually. HEICO's Parts Group provides more than 5,000 FAA-approved, high quality alternative parts for aircraft and engines. The repair group offers extensive repair capabilities; including designated engineering representative repairs on components such as structures, reversers, flight controls, avionics, and electro-mechanical, pneumatic, hydraulic and fuel components. The distribution group (Seal Dynamics) is a leading distributor of hydraulic, pneumatic, mechanical, and electromechanical components.

John Hunter

Executive Vice President and Chief Operating Officer

John Hunter is executive vice president of operations for HEICO Aerospace and has been with HEICO for more than nine years. Mr. Hunter has a total of 25 years in the aerospace industry, including ten years of operations experience with Chromalloy Gas Turbine. He has worked with various regulatory agencies, including aircraft certification offices, manufacturing inspection district offices, and flight standards district offices.

Mr. Hunter is an active member of a number of industry organizations such as ARSA, Modification and Replacement Parts Association (MARPA), Aerospace Industries Association, and Air Transport Association. He has participated in ARSA's Joint Industry Committee on Instructions for Continued Airworthiness and since early 2005 has chaired the MARPA Committee on Continued Operational Safety.

Mr. Hunter holds a bachelor of science in mechanical engineering and a master of business administration from Syracuse University.



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Hong Kong Aircraft Engineering Company Limited (HAECO)

HAECO is the leading provider of line and base maintenance services at HKIA and one of the largest aeronautical engineering companies in Asia. The HAECO group employs more than 12,000 staff, of which 5,700 are based in Hong Kong. Listed on the Hong Kong stock market since 1965, the company was founded in 1950, following a merger between Swire's Pacific Air Maintenance Services (established in 1947) and Jardine Air Maintenance Company, and draws on more than 60 years of aircraft engineering expertise.

Mark Hayman

Director, Engineering

Mark Hayman joined the Hong Kong Aircraft Engineering Company Limited in October 2001. He has served as executive director engineering and on the board of HAECO since February 2002 and Group Director Operations since Jun 2011. He was previously general manager engineering planning and technical supplies of Cathay Pacific Airways Limited. He joined the Swire group in 1987. Hayman is a licensed aircraft engineer by trade and holds an MBA from the Kellogg School of Management at Northwestern University.



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Jordan Propeller Service, Inc.

Jordan Propeller Service Inc. began business in Jan. 1968 in a 5,000 square foot facility. Founder and former president E.C. Jordan and current president and chief executive officer Gary C. Jordan worked with a staff of three people. The business grew over the next several years and in Oct. 1981 acquired L.L. Walker Propeller Service in Houston. This addition created a total work force of approximately 25 people and occupied 17,000 square feet in San Antonio and 5,000 square feet in Houston. This dual shop format served the southwest for 20 years during which time E.C. Jordan retired and Gary Jordan became the president and chief executive officer. The Houston facility was sold to its general manager in 2001 and Jordan Propeller Service Inc. once again became a single shop located in San Antonio. Jordan Propeller's customer base is centered primarily throughout the south-central U.S., but the company receives a significant amount of work from Central America, South America, and Mexico.

Gary Jordan

President and Chief Executive Officer

Gary Jordan is president of Jordan Propeller Service Inc. in San Antonio. Mr. Jordan has worked with propellers since 1956. He purchased the company from his father in 1980 and has served as president since that time. He was one of the founders of the World Aircraft Propeller Association (WAPA), becoming their first president in 1992. Jordan serves as ARSA's treasurer.

Mr. Jordan graduated from Texas A&M University with a degree in aerospace engineering. He is also an instrument rated multi-engine pilot and holds a propeller repairman certificate.



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Luftfahrt-Bundesamt

The Luftfahrt-Bundesamt (LBA) is the national civil aviation authority of Germany, headquartered in Braunschweig (Brunswick). It maintains regional offices in Düsseldorf, Frankfurt am Main (Raunheim), Hamburg, Munich (Airport), Stuttgart, and Berlin, and reports directly to the Federal Ministry of Transport, Building, & Urban Affairs. The LBA is responsible for developing and maintaining aviation safety standards as well as certifying airlines, airports, and training devices such as simulators and Flight Training Devices (FTDs). Some of these tasks are fulfilled on behalf of EASA.

Benno Schmaljohann

Head of Division T 1, Design Organizations/Production Organizations/Maintenance Organizations

Benno Schmaljohann was appointed head of the Design, Production, and Maintenance department in 2006. Before that, he led the Design and Production Organizations department. In 1998, he became head of the Design Organizations department following his leadership of the Technical Requirements, Airworthiness Directives, and Environmental Protection department. Mr. Schmaljohann began his career with Luftfahrt-Bundesamt in 1980 as a type certificate engineer.

Carsten Konzock

Maintenance Oversight Coordinator, Technical Organizations

Carsten Konzock is the section manager and maintenance oversight coordinator for the Technical Organizations department. He serves as company liaison, meeting with national and international authorities about aviation maintenance. He also coordinates with EASA on the authorization and supervision of non-European maintenance organizations.

Derk Wendler

Head, Part of Dubious Origin



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Lufthansa Technik AG

Lufthansa Technik (LHT) is the leading manufacturer independent provider of MRO and modification services for civil aircraft. With tailored maintenance programs and state-of-the-art repair methods, Lufthansa Technik ensures the unbroken reliability and availability of its customers' fleets. Lufthansa Technik is an internationally licensed maintenance, production, and development organization. The six business units of Lufthansa Technik (maintenance, overhaul, component service, engine services, VIP services, and landing gear services) serve about 750 customers worldwide.

August Wilhelm Henningsen

Chief Executive Officer

August Wilhelm Henningsen is chairman of the Executive Board of LHT. Prior to assuming this position on Jan. 1, 2001, Mr. Henningsen was on the board responsible for LHT product and services activities. He became a member of LHT's Executive Board on April 1, 2000.

Mr. Henningsen started as a systems engineer with Deutsche Lufthansa in 1979. After holding different management positions in engineering, he became head of the Boeing 737 overhaul line at the Lufthansa Berlin base in 1991. From 1993 to 1997, Mr. Henningsen led the LHT aircraft components services division in Hamburg, Germany before he became general manager of AMECO in Beijing, a joint venture between Deutsche Lufthansa and Air China. Mr. Henningsen studied mechanical engineering with focus on aeronautics at Brunswick Technical University.

Bernhard Conrad

Senior Vice President and Chief Technology Officer

Bernhard Conrad is the senior vice president of production and engineering as well as the chief technology officer at Lufthansa Technik AG. Previously, he served as the managing director at Lufthansa Bombardier Aviation Services GmbH. Mr. Conrad was also the chairman of the supervisory board at the firm.

While serving at Lufthansa, he was appointed head of Design Organization Inc. in 1998. Mr. Conrad holds a master's degree in aeronautical engineering.

Hans-Juergen Loss, Ph.D.

Vice President Quality Management

Hanno Loss began his career in aviation 26 years ago at Lufthansa as a controlling technician. He also served as vice president of technical operations for Lufthansa German Airlines prior to becoming vice president of quality management at Lufthansa Technik. Dr. Loss holds a Ph.D. in mechanical engineering from the University of Kaiserslautern, as well as diplomas in business administration and electrical engineering from the University of Aachen. Dr. Loss was elected and has served as ARSA's president since 2011.



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Lufthansa Technik AG (cont'd)

Bernd Habbel

Head of Corporate Communications

Bernd Habbel joined Lufthansa in 1986 as employee information editor in its group communications department in Frankfurt. In 1992, he was appointed executive director of corporate internal communications. In 2000, Mr. Habbel took over as director corporate communications at LHT in Hamburg, Germany.

Werner Robert Luehmann

Manager, Regulatory Compliance & Authorities Liaison

Werner Luehmann is currently manager regulatory compliance and authorities liaison at LHT.

He first joined Lufthansa German Airlines in 1985, where he worked in the engineering department and engine overhaul shop. He later moved to the quality management department at LHT. He has been responsible for maintenance, production organization, and CAMO (Continuing Airworthiness Management Org.) as well as ISO/EN approvals, respective aviation authority liaising, and regulatory compliance management. He has also overseen Lufthansa's international organizational approval for more than 50 countries.

More recently, Mr. Luehmann has been involved in EASA rulemaking drafting groups. He has served as a representative at the Association of European Airlines in the Engineering and Maintenance Subcommittee and at the German Aerospace Industries Association in the Quality Committee.

Mr. Luehmann studied aeronautical engineering at the Technical University Brunswick, Germany. He also served two years in the German Air Force.

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Pratt & Whitney

Pratt & Whitney Global Service Partners is a total service provider for engines made by Pratt & Whitney, International Aero Engines, General Electric, Rolls-Royce, and CFMI. Pratt & Whitney is a world leader in the design, manufacture, and service of aircraft engines, space propulsion systems, and industrial gas turbines. United Technologies, based in Hartford, Conn., is a diversified company providing high technology products and services to the global aerospace and commercial building industries.

Joseph J. Sirico

Senior Fellow, Aviation Regulatory Management

Joseph J. Sirico has been with Pratt & Whitney for more than 43 years in a variety of roles in both commercial and military businesses, but predominantly related to MRO and regulatory management. His journey includes technical writing, logistics, contracts, and program management including production and MRO, as well as engine shop management experience. His focus in the last 16 years has been in civil aviation regulatory compliance and quality. He was elected as a Pratt & Whitney fellow in 2006 and elected a senior fellow in 2010.

Mr. Sirico supports Pratt & Whitney's worldwide MRO regulatory activities including contact with multiple civil regulatory agencies. Pratt & Whitney's large engine Global Services network provides commercial engine customers with a full service portfolio, in 52 locations, of MRO offerings; customized maintenance and inventory management programs; and a complete range of line maintenance capabilities. All of these activities have either direct or indirect regulatory implications under different regulatory systems. Additionally, Mr. Sirico helps to support the civil regulatory needs of other United Technologies aviation businesses including Pratt & Whitney Canada, Hamilton Sundstrand and Sikorsky Aircraft.

In addition to his work at Pratt & Whitney, Mr. Sirico has been active in the industry and regulatory environment. He received the 2008 Aviation Week Overhaul & Maintenance Award for Outstanding Achievement in Aviation MRO. Currently, he is the Aerospace Industries Association (AIA) maintenance and manufacturing chair of Civil Aviation Regulatory & Safety Committee, which he has held since 2005. Additionally, he is a member of the FAA SMS Advisory Rulemaking Committee Working Group for Maintenance and the AIA representative on the European Aviation Safety Agency (EASA) Safety Standards Consultative Committee (SSCC) subcommittee for Engineering & Maintenance.

Mr. Sirico was the AIA representative to the European Joint Aviation Authorities (JAA) Maintenance Sectorial Team (MST) during the transition period to EASA. He was also a member of the FAA Aviation Rulemaking Advisory Committee (ARAC) Working Group on proposed changes to FAR 145 Repair Stations (2002-3) and a member of the congressionally chartered Aircraft Repair and Maintenance Advisory Committee (2001). He has been a member of many industry teams, particularly with AIA, ARSA, and GAMA (General Aviation Manufacturers Association).

Mr. Sirico has a bachelor's degree and a juris doctor from the University of Connecticut. He has been married for 43 years and has eight children and two dogs.



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Sequa Corporation

Sequa, the parent company of Chromalloy, is where forward-thinking technology and superior customer service combine to advance the aerospace, automotive, and metal coating business. Sequa is comprised of four distinct businesses operating in three industry segments-aerospace, automotive and metal coating. Sequa is focused on operations with a strong technological component and holds positions of leadership in key markets served.

Mark V. Rosenker

Member of the Board of Directors

Mark V. Rosenker, a contributor at NBC News and MSNBC, was named to the Sequa Corporation Board of Directors in August 2009. Prior to his appointment to the Board, Mr. Rosenker chaired the NTSB from 2006 until his resignation in July 2009. Beginning in 2001 until joining the NTSB, Mr. Rosenker served as deputy assistant to the president and director of the White House Military Office, responsible for managing military assets and personnel that support the president and vice president. He also retired as a major general in the U.S. Air Force Reserve in December 2006 after 37 years of combined active and reserve service.

Mr. Rosenker was sworn in as the 11th chairman of the NTSB in 2006. He led the NTSB as chairman and acting chairman since March 2005, and until July 2009 was serving his second five-year term as a member.

Prior to his White House appointment, Mr. Rosenker was managing director of the Washington Office of the United Network for Organ Sharing. Earlier, he served as vice president, public affairs, for the Electronic Industries Alliance. His professional experience includes service in the Department of the Interior, Federal Trade Commission & Commodity Futures Trading Commission. Mr. Rosenker is a graduate of the Air Command and Staff College and Air War College. During his Air Force service, he earned a number of awards and decorations, including two awards of the Air Force Distinguished Service Medal and the Legion of Merit. He was a member of the Board of Visitors to the Community College of the Air Force.

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Sonico, Inc.

Sonico provides worldwide spares and maintenance services for commercial jet aircraft and military derivatives of commercial aircraft. Organized and incorporated in 1980 by the Perdue family, it began operation in the city of Kent, Wash. with two employees. Sonico applied for and, on Jan. 17, 1985, received an air agency certificate from the FAA to maintain Accessories Class 1, 2 and 3. In addition to aircraft procurement and dismantling, Sonico made major procurements of material from The Boeing Company, Commercial Airplane Division, Seattle; The Boeing Company, Electronic Division, Texas; and many others.

Jim Perdue

Vice President

Jim Perdue is vice president of Sonico Inc. in Moses Lake, Wash. and is a director of the corporation. Purdue began full time employment with Sonico in 1989 after graduating from the University of Washington with a degree in business and graduate studies at Embry Riddle University in Florida. He has served Sonico in various capacities in preparation to one day become CEO.

Mr. Purdue is active in community service organizations, including the Rotary Club and the Moses Lake Chamber of Commerce. He is a member of both Sonico and ARSA's board of directors.



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Speaker & Attendee Biographies

TAP Maintenance & Engineering

TAP Maintenance & Engineering is an MRO solution provider for Airbus, Boeing, and Embraer fleets, offering a unique value built around geographical flexibility, a wide range of services, and agility. The experience that results from supporting the TAP Portugal airline fleet provides customers all the advantages of a complete set of integrated services ranging from airframes, engines, and components, to engineering and material support. With a total workforce of 4,000, comprising highly qualified technicians and engineering staff, TAP M&E operates one main center in Portugal and two in Brazil, covering the Americas, Africa, and Europe.

Jorge Leite

Vice President, Quality

Jorge Leite is a mechanical engineer trained at Lisbon University, where he specialized in thermodynamics and fluid mechanics. He has worked for TAP Portugal for the past 26 years, mainly in the fields of aircraft engines overhaul, quality, and safety.

Mr. Leite began his aviation career in 1986, developing JT8D repairs in the TAP engine shop and performing research and development on new repairs and materials.

In 1989, when TAP Portugal introduced the CFM56-3 engine in its fleet, Mr. Leite was appointed powerplant engineer, leading the team that prepared the grounds and procedures for working on this engine. For the next six years, he worked as chief powerplant engineer for the CFM56-3 and while managing the phase-in of the CFM56-5A and CFM56-5C engine programs at TAP Portugal. He was assistant test cell engineer for these types.

In 1995, prior to assuming successive management positions as engineering and quality manager and later as commercial director, Mr. Leite took charge of the production department in the engine shop.

In 2004, Mr. Leite was appointed director of quality for TAP maintenance & engineering, and in 2009 was designated vice president of quality, a position he holds today. He is currently the chairman of the Association of European Airlines (AEA), Engineering & Maintenance Subcommittee in Brussels, and represents AEA in the Safety Standards and Consultative Committee of EASA in Cologne, Germany.

Mr. Leite was born in Lisbon, Portugal. Extending his experiences outside TAP Portugal, he has been a lecturer in the Portuguese Air Force Academy and several aeronautical institutes. Currently, he teaches quality and aeronautical legislation at Lisbon University and aerodynamics, propulsion, and flight performance at several flight schools. Mr. Leite holds a private pilot license.



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TIMCO Aviation Services, Inc.

Triad International Maintenance Corporation (TIMCO) Aviation Services, Inc. is an independent provider of aviation MRO services for major commercial airlines, regional air carriers, aircraft leasing companies, government and military units, and air cargo carriers. The company provides MRO services through its subsidiaries, TIMCO Aerosystems and Brice Manufacturing Company, Inc. Through TIMCO Aerosystems, the company provides complete interior modification services including engineering, design, manufacture, integration, and certification. TIMCO also manufactures and repairs aircraft seating, cabin interior components, and soft goods at its Brice Manufacturing, Inc. subsidiary in Pacoima, Calif.. TIMCO offers aircraft seating and cabin interior components, modification installation kits, and a large inventory of high quality PMA parts well below OEM catalogue pricing. In addition to aircraft maintenance and modification, TIMCO GSO is an FAA Designated Alteration Station providing design, engineering, and FAA certification services for both in-house programs and on a contract basis directly to OEMs and aircraft owners and operators.

Bill Norman

President of MRO Services

Bill Norman is the president of MRO services for TIMCO Aviation Services and is responsible for TIMCO's airframe, engine, and line care maintenance businesses. Mr. Norman brings a wealth of experience in aircraft maintenance, operational excellence, and global management to TIMCO. Prior to joining TIMCO, he was the CEO/GM of a large MRO facility in China. Previously, he fulfilled a variety of leadership roles at United Airlines, culminating as senior vice president of maintenance operations. In that role, Mr. Norman was responsible for all of United's global technical operations. He also launched an aviation consulting business and has served as director on the boards of a number of global aerospace companies.

David Latimer

Vice President Regulatory Compliance

Dave Latimer has more than 36 years of experience in the aviation industry with more than 20 years of experience in quality control, quality assurance, and regulatory compliance. He is responsible for TIMCO's regulatory compliance with the Occupational Health and Safety Organization (OSHA), the Environmental Protection Agency (EPA), and the FAA, among others. He also oversees quality assurance.

Mr. Latimer came to TIMCO Greensboro, N.C. in 1998 after the acquisition of AeroCorp, and assumed responsibilities of vice president of quality. He is a graduate of the National Aviation Academy. Latimer also serves on ARSA's Board of Directors.

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United States Diplomatic Mission to Germany

The United States Diplomatic Mission to Germany comprises the embassy in Berlin and five consulates throughout the rest of the country. The Mission seeks to advance American interests in Germany and provide support services for Americans overseas.

The Honorable Philip D. Murphy

U.S. Ambassador to Germany

Philip D. Murphy was confirmed by the U.S. Senate as U.S. Ambassador to the Federal Republic of Germany on Aug. 7, 2009 and presented his credentials in Berlin to German President Horst Koehler on Sept. 3, 2009.

For more than six decades, Germany has been one of the United States' closest allies and, as such, Ambassador Murphy is honored and humbled by the position he occupies. During the Cold War, the German-American relationship was defined by a divided Berlin, Germany, and Europe. Today, the U.S. works side-by-side with Germany across the range of its global interests.

Engaging Germany's youth, none of whom were born during the Cold War, is a major focus of Ambassador Murphy's, whether through town hall meetings, exchange programs, or his regular communication through a variety of social media. He often says, "the legacy of our time together in Germany will be measured by how well we 'set the table' for tomorrow, by how deeply today's youth understand the ongoing relevance of the transatlantic bridge. They are tomorrow's leaders and our investment in their future is our highest priority."

Ambassador Murphy spent 23 years at Goldman Sachs and held a variety of senior positions, including in Frankfurt, Germany, New York, and Hong Kong, before becoming a senior director of the firm in 2003, a position he held until his retirement in 2006. After leaving Goldman Sachs, he served from 2006-2009 as the national finance chair of the Democratic National Committee.

Over the years, Ambassador Murphy has devoted substantial time to civic, community, and philanthropic affairs. He has focused his efforts on areas including civil rights, education, progressive and pragmatic public policy, urban development, and a variety of issues related to his adopted home state of New Jersey.

Born in 1957, Ambassador Murphy is a native of the Boston area. He graduated from Harvard University in 1979 with a bachelor's degree in economics and received an M.B.A. in 1983 from The Wharton School of the University of Pennsylvania. He and his wife, Tammy, have four children: Josh, Emma, Charlie, and Sam.



The Aviation Industry's Voice Grows Louder
October 19, 2012



What's hot?

- ARSA Overview
- Regulatory Update
- Your Voice on Capitol Hill
- MRO, PR, and PPC
- Moving the Ball Forward

Oct. 19, 2012

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About ARSA

- Washington, D.C.-based international trade association founded in 1984
- Represents aviation maintenance and manufacturing companies
- ARSA value proposition:
 - Regulatory advocacy
 - Compliance assistance
 - Lobbying
 - Media relations
 - Workforce development
 - Business services to reduce industry CODB

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Highlights

- Brand new ARSA website debuted this month
- ARSA online regulatory training is up and running
- Product liability insurance pool continues to grow through the Aviation Alliance Insurance Risk Retention Group
- New and revised publications released this month including an EASA supplement
- ARSA PAC participation grew by 62%
- Symposium and Legislative Day scheduled for March 20-22, 2012 in Washington DC

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Regulatory Update

- ARSA Action
- Managing FAA Reauthorization Fallout
- Part 145 Rewrite
- ICA Availability – Recent Developments

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ARSA Regulatory Activities

- Working with FAA and industry allies to ensure consistency in the certification and approval process
- Suggesting improvements to the regulatory interface between air carriers and repair stations—
 - Airline maintenance provider “programs”
 - AC 120-126 re-write
 - Model contract clauses for regulatory requirements

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ARSA Regulatory Activities

- Participated on Airworthiness Directive rulemaking committee
- Asked the FAA to reconsider its position on the applicability of “automatically defined” major repairs
- Asked the FAA to review policy regarding part identification when more than one part number is applied to a part at production
- Presented a comprehensive analysis of regulatory updates and other changes to the U.S./EU MAG. Joined industry allies in requesting resolution of confusion over “tagging” requirements
- Recommended reforms to the way federal agencies incorporate materials by reference to shine a bright light on the federal rulemaking process and benefit all business

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Managing FAA Reauthorization Fallout

- New FAA bill mandates FAA action on:
- Repair station safety assessment system
- Drug and alcohol testing
- Part 121 maintenance provider rulemaking

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Part 145 Rewrite

- Drafting comments to FAA part 145 NPRM (77 FR 30054), due Nov. 19, 2012
- The proposed rule would, among other things:
- Reduce repair station ratings from eight categories to five
- Revise the definition of line maintenance
- Re-number the existing regulation

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Instructions for Continued Airworthiness

- In recent ARSA surveys, 72% of respondents reported an increase in CMM restrictive covenants and 56% reported difficulty obtaining ICA from one or more manufacturers
- New FAA policy statement that the agency “will not accept” DAH contract language limiting the use of ICA between a product owner and maintenance provider
- ARSA filed amicus brief asked the United States Supreme Court to affirm that the FAA must follow and enforce regulations on ICA availability
- New legal interpretation confirming that AWL-referenced CMMs are part of ICA and that the DAH must make those CMMs available. Interpretation fell short of extending availability to all repair stations, without restriction

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Regulatory Discussion

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ARSA: Your Voice on Capitol Hill

- FAA reauthorization wrap-up
- Hot issues in the 112th Congress
- Election 2012 and what it means for MRO
- What's ahead in 2013
- Making a difference one ARSA member at a time

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FAA Reauthorization

- After 23 extensions, four-year FAA reauthorization bill signed into law in February; provides a blueprint for FAA spending and establishes new aviation policies
- ARSA helped defeat language that would have caused U.S.-EU BASA to fall apart and forced many foreign repair stations to surrender certificates over D&A
- New law includes ARSA-suggested language that ensures effective oversight without undermining the industry's efficiency and preserved the delicate framework of international agreements governing civil aviation maintenance
- The bottom-line: Increased repair station engagement made a big difference. We won an important battle, but the war's not over ...

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Lift the Ban!

- Congress mandated that TSA issue repair station security regulations in 2003; August 2007, lawmakers gave TSA one year to comply or it would prohibit FAA from certifying new foreign repair stations; August 2008 moratorium takes effect
- Latest TSA pledge was that the rule would be issued in the fourth quarter of 2012
- Support is building in Congress for a legislative solution in the face of continued TSA delay
- U.S.-based companies report losing more than \$18 million in revenues with 55% of survey respondents stating that they would hire new U.S.-based employees if they could gain foreign certifications

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Election 2012

- Balance of power in Washington up for grabs
- Likely outcome: Obama retains WH, Republicans keep control of House, and Dems hold Senate by narrow margin (possibly 50-50 with VP Biden casting tie-breaking vote)
- What does it mean for the industry?
- More of the same from the WH: war on "outsourcing"
- Overall climate should improve in Congress with Republicans picking up seats in Senate and maintaining majority in House
- Turnover in committee leadership? House & Senate Homeland Security Committees, T&I Committee, and CST Committee all poised for significant change
- Lots of new members of Congress who know nothing about MRO

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Legislative/Lobbying Discussion

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BREAK

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Public Relations in the MRO Context

- ARSA PPC: Why & What
- Discussion: Best practices for MRO PR

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Positive Publicity Campaign

What & Why?

- Hostile media coverage -> negative public opinions about contract maintenance -> hostile legislation & regulation (e.g., security rules, anti-KMX provisions in FAA bill)
- Perception is reality: Safety arguments resonating despite safest period in history of civil aviation
- PPC initiated in 2008 to engage media, other key audiences
- Funded through special contributions by leading maintenance companies and airlines
- Tell our side of the story:
- KMX helping air carriers reduce costs while maintaining unprecedented level of safety

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Positive Publicity Campaign

Major Accomplishments

- Research to support messaging and outreach
- Economic data
- Dedicated ARSA communications staff
- Proactive, consistent media engagement
- New tools to facilitate outreach
- Creation of ARSA speakers bureau
- Regularized contact with industry PR professionals through ARSA PR Committee

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Positive Publicity Campaign

Moving Forward

- Roll out new economic research
- Launch new website to serve as a clearinghouse for information about the maintenance industry for the public.
- Continue to enhance ARSA's staff communications capabilities
- Prepare a proactive response and aggressive engagement plan for an upcoming DOT OIG audit on FAA repair station oversight
- Create aviation maintenance video
- Improve industry crisis planning, management, communications
- Institutionalize PPC program and mission within ARSA

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2012 PPC Supporters

Multi-Year Commitments

Air Tran Airways	Aviation Instruments Repair Specialists (AIRS), Inc.
Chromalloy	Fortner Engineering & Manufacturing, Inc.
Delta Tech Ops	HEICO Aerospace Component Repair Group
Lufthansa Technik AG	Hong King Aircraft Engineering Company Limited (HAECO)
MT Maintenance Hannover GmbH	Southwest Airlines
TIMCO-Greensboro	

Other Contributors

Atlas Air Worldwide Holdings	AOG Reaction
E.B. Airfoils	Lynden Air Cargo
Coopesa, R.L.	American Cooler Services
Nordam Group, Inc.	NVISmetrics, LLC
TAP Maintenance & Engineering	NFF Avionics

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Discussion: PR in the MRO Context

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Helping ARSA Move the Ball Forward

- If you're not a member, [join](#)
- If you haven't already, support the PPC
- Attend the Symposium & Legislative Day
- Give ARSA PAC solicitation consent (U.S. companies)
- Communicate with Congress through ARSAAction.org
- Follow us on Twitter ([@ARSA_MRO](https://twitter.com/ARSA_MRO))

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The threat remains: Hostile media coverage

- January 4, USA Today, "[How airline labor policies affect all fliers – and the nation](#)," by Bill McGee
- January 13, The Chronicle Herald, "[Pilot suing NS. Company that worked on his plane](#)," by Chris Lambie
- February 1, WFAA.com, "[Airline outsourcing: lower costs, lost jobs](#)," by Byron Harris
- February 2, Fox 23.com, "[AA workers: outsourcing maintenance work a bad idea](#)," by Ian Silver
- March 19, Montreal Gazette, "[Union questions safety worthiness of aircraft work Air Canada is planning to outsource](#)," by Francois Shalom.
- April 1, Bonner County Daily Bee, "[Mechanic facing another lawsuit](#)," by Bonner County Daily Bee.
- April 3, Reuters Canada, "[Canada air safety checks have big flaws: auditor](#)," by David Ljunggren.
- April 26, Aviation Week, "[Do repair stations need improved oversight?](#)" by Kristin Majchler.
- May 3, NWCWN.com, "[Alaska, Horizon facing fines over maintenance regulations](#)," by King 5 News.
- May 8, Politico, "[Special counsel: FAA lags in handling safety claims](#)," by Kathryn Wolfe.
- June 27, NPR, "[Why flying is no fun \(and may be more dangerous\)](#)," NPR.
- July 18, Buffalo News, "[Deadly race to the bottom](#)," by Editorial Board.
- July 18, AIN Online, "[FAA proposes Mx penalties against airlines](#)," by Matt Thurber.
- July 21, The Daily Beast, "[Who's minding the planes? Airlines' overlooked security risk](#)," by William McGee.
- July 24, The Australian, "[Aircraft maintenance operation flies into trouble](#)," by John Ferguson.
- July 27, The Dallas Morning News, "[Point Person: Our Q&A with William J. McGee on airline outsourcing](#)," The Dallas Morning News.
- August 7, Dallas Business Journal, "[FAA proposes \\$162.4m in penalties against AMR Corp.](#)" by Lance Murray
- August 8, Diane Rehm Show, "[New concerns over air traffic safety](#)," Diane Rehm Show
- August 23, ATW Online, "[Horizon Air faces \\$1 million fine for wrong rivets](#)," by Linda Blachly
- August 28, USA Today, "[Aviation security goes beyond passenger screening](#)," by Bill McGee

ARSA Media Advocacy: ARSA in the News

- Jan. 6, Aviation Week, "[Repair Station compliance](#)," by Lee Ann Tegtmeier.
- Feb. 2, NBCFW.com, "[AA Mechanic: outsourcing could compromise safety](#)," by Ken Kalthoff.
- Feb. 2, Air Transport News, "[ARSA applauds congressional approval of FAA bill](#)."
- Feb. 5, Fort Worth Star-Telegram, "[American Airlines may outsource more maintenance](#)," by Andrea Ahles.
- Feb. 15, AIN, "[ARSA applauds passage of FAA Reauthorization](#)," by David Lombardo.
- March 16, Aviation Week, "[How to excite the next generation](#)," by Kristin Majcher.
- March 22, Wichita Business Journal, "[Organization wants input from aviation repair stations on audits](#)," by Daniel McCoy.
- April 10, Area Development Online, "[Alabama passes sales tax break to attract aircraft maintenance business](#)," by Area Development Online News Desk.
- April 11, AIN, "[FAA rules that TC and STC holders cannot limit ICAs](#)," by Paul Lowe.
- April 12, Aviation Maintenance Magazine, "[State of the Industry](#)," by Aviation Maintenance.
- April 26, Industry News, "[Safety hearing focuses on repair station oversight concerns](#)," by Kristin Majcher.
- May 4, Aviation Week, "[Teardown Report #42: ARSA training goes online](#)," by Kristin Majcher.
- June 1, Aviation Week, "[MROs cite concerns about skills shortages](#)," by Kristin Majcher.
- June 15, JDA Journal, "[ARSA seeks start to standardization in petition filed at Supreme Court](#)," by Sandy Murdock.
- June 19, JDA Journal, "[ARSA ferrets out obscure petition to obfuscate FAA rulemaking](#)," by Sandy Murdock.
- June 19, Aviation Week, "[Honoring Charles Taylor](#)," by Sean Broderick
- July 18, AIN Online, "[ARSA sees little chance of Mx bill passage](#)," by Matt Thurber.
- July 19, News12, "[Families of TWA Flight 800 victims blast airline safety](#) (ARSA's Craig Fabian interviewed)," News12.
- July 23, JDA Journal, "[ARSA takes the high road in advocating for unfettered global repair station market](#)," by Joe Del Balzo.
- July 25, AIN Online, "[ARSA to Congress: Maintain U.S. leadership in Mx](#)," by David Lombardo.
- August 22, AIN Online, "[Industry urges DHS to honor repair station rule](#)," by David Lombardo
- August 23, ATW Online, "[Final repair station security ruling 'imperative'](#)," by Christine Boynton
- August 29, AIN Online, "[AFL-CIO: Arsa not interested in repair station security](#)," by David Lombardo
- August 29, AIN Online, "[Rising Asia-Pac needs could hurt US mx industry](#)," by David Lombardo

ARSA Action 2012

Regulatory Advocacy

- Submitted [comments](#) to an FAA [draft policy](#) statement regarding design approval holder restrictions for use and distribution of instructions for continued airworthiness.
- [Suggested improvements](#) to FAA Form [8310-3](#), Application for Repair Station Certificate and/or Rating, to align with regulatory requirements and clarify the difference between a stock and asset.
- [Presented a comprehensive analysis](#) of regulatory updates and other changes to the Maintenance Annex Guidance between the U.S. and the European Union (EU).
- Joined with several industry allies [requesting](#) the FAA's assistance to resolve confusion over "tagging" requirements in the maintenance annex guidance to the U.S./EU bilateral aviation safety agreement (BASA).
- [Proposed changes](#) to the way the NTSB approaches FAA certificate actions that would give repair stations greater ability to defend itself in the face of agency actions, when appealed to the NTSB
- Recommend [reforms](#) to the way federal agencies incorporate materials by reference to shine a bright light on the federal rulemaking process and benefit all
- [Filed a friend of the court brief](#) asking the United States Supreme Court to affirm that the FAA must follow and apply regulations on ICA availability.
- [Supported](#) part 147 school's [petition](#) to modernize curricular requirements.

Legislative Advocacy

- [Lobbied](#) Congress to ensure that the final version of the FAA reauthorization law ([Pub. L. No. 112-95](#)) struck the right balance between safety and oversight while protecting a repair stations ability to grow and prosper. Secured concessions that ensured the preservation of the U.S.-EU BASA and a risk based inspection regime.
- [Provided members with a detailed overview](#) of how the new FAA law impacts [repair stations](#) and the [broader aviation community](#).
- Launched a "[Security Rule Pool](#)" to support efforts to repeal the congressionally imposed ban on new foreign repair station certificates and highlight the Transportation Security Agency's (TSA) [continued failure](#) to introduce a security rule eight years since a congressional mandate.
- In response to a House Homeland Security Committee request, [collected stories](#) from repair stations detailing the harmful effects of the TSA final repair station security rule delay.
- [Educated congressional staff about the impact the foreign repair station certification ban has on the aviation industry](#).
- [Testified](#) before the House Aviation Subcommittee about the excellent work repair stations across the country and around the world are doing to ensure aviation safety.
- [Submitted a statement](#) to the U.S. Senate aviation subcommittee detailing the critical role aviation maintenance services play in promoting U.S. leadership in international aviation markets.

ARSA Action 2012

Media Advocacy and Public Relations

- Acquired a new subscription-based media database service to improve the Association's outreach efforts.
- [Promoted](#) an AP analysis extolling the years 2000-10 as the safest in commercial civil aviation history.
- Fielded several calls from reporters seeking information about the benefits and value of contract aviation maintenance and continued aggressive outreach to promote the industry.
- Established a Speakers Bureau of industry experts to serve as media contacts for insights and information.

Other Activities

- Selected [Component Control](#) as an ARSA preferred provider of MRO logistics software solutions.
- Initiated [online regulatory training courses](#) at discounted member prices.

Positive Publicity Campaign “At-A-Glance”

What is the PPC?

The Aeronautical Repair Station Association’s (ARSA) Positive Publicity Campaign (PPC) is a member-supported public relations initiative to improve the aviation maintenance industry’s image and create a more favorable legal, regulatory, and business climate for repair stations.

Why did ARSA launch the PPC?

The industry has faced a constant barrage of negative publicity resulting in laws and regulations designed to undermine repair station competitiveness. ARSA created the PPC to counter the misinformation being spread about the industry and to get out the facts. Put simply, ARSA is spreading the word that repair stations are making air carriers more efficient, contributing to the safest period in the history of civil aviation, and benefiting local economies while creating jobs.

What has the PPC accomplished so far?

Since initiating the PPC in 2009, ARSA has made considerable progress changing the tone of repair station media coverage. A 2011 [media audit](#) by the public relations firm Stratacomm found that ARSA ranks fourth in the top ten organizations mentioned in media coverage about maintenance issues, behind only the FAA, the TSA, and the Transportation Workers Union.

PPC resources funded [economic research](#) to help tell the industry’s story in dollars and cents. This has quantified the maintenance industry’s \$2.4 billion positive balance of trade and \$39 billion yearly impact on the U.S. economy and the economic benefits of bilateral aviation safety agreements (BASA). The independent economists hired by ARSA also generated state-by-state snapshots of the industry to illustrate our employment and economic impact to the media, policymakers, and others.

This data was then utilized to bolster ARSA’s influence on Capitol Hill. Thanks in large part to [ARSA’s efforts](#), lawmakers recently rejected hostile legislation that would have threatened the U.S.-EU safety agreement, forced some foreign repair stations to surrender their part 145 certificates, and increased compliance costs for both foreign and domestic repair stations.

What are the next steps for the PPC?

ARSA is building on the PPC’s success. In the coming year, we will update economic research, improve outreach to the general media, continue to aggressively respond to stories about aviation maintenance, establish a local media presence for ARSA in key markets, improve ARSA member PR practices, develop best practice procedures for industry crisis communications, and improve our social media and web presence.

What can my company do to help?

Leading maintenance companies are asked to commit \$25,000 per year for three years to support the program. To pledge your support, complete the [PPC commitment form](#). For more information, contact ARSA Director of Communications [Jason Langford](#) at 703 739 9543.

ARSA Positive Publicity Campaign Commitment Form

Annual Investment	Number of Years
-------------------	-----------------

Company

Name	Title
------	-------

Address

Telephone Number	Email Address
------------------	---------------

Signature	Date
-----------	------

Name of Liaison to ARSA PPC	PPC Liaison Email Address
-----------------------------	---------------------------

PPC Liaison Telephone Number	PPC Liaison Title
------------------------------	-------------------

Does your company wish to be recognized publicly for its PPC support? ☐ Yes ☐ No

Please print this form, include the requested information, and send it with your commitment to:

Aeronautical Repair Station Association
121 North Henry Street
Alexandria, VA 22314

Please place a reference to "PPC Commitment" on your check.

If you have any questions about this form or ARSA public relations activities, please contact ARSA Executive Vice President Christian Klein at 703 739 9543.

ARSA 2012 PPC Contributors

(As of October 10, 2012)

Multi Year Contributors
MTU Maintenance Hannover GmbH
Fortner Engineering & Manufacturing, Inc.
Southwest Airlines Co.
Aviation Instruments Repair Specialists (AIRS), Inc.
Lufthansa Technik AG
TIMCO - Greensboro
AirTran Airways*
Delta TechOps
Hong Kong Aircraft Engineering Company Limited
HEICO Aerospace Component Repair Group**
Chromalloy
Atlas Air Worldwide Holdings
Single Donation Contributors
NORDAM
Lynden Air Cargo
AOG Reaction
EB Airfoils
Coopesa
TAP Maintenance & Engineering
American Cooler Services
NVISmetrics, LLC
NFF Avionics
Total value 2012 commitments
\$137,850

Aeronautical Repair Station Association

the hotline

September 30, 2012

Alexandria, VA

www.arsa.org

SCOTUS passes on ICA

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Are you a political pundit?

Page 11

Sarah Says

Looking Good?

By Crystal Maguire, ARSA vice president of operations

The Association is happy to announce its new and improved presence on the world wide web; our new façade, www.arsa.org, is not just a pretty face. The site adds functionality that will increase efficiencies and enhance member outreach.

For example—

1. **Improved organization.** Utilizing menus, categories, tags, feeds and enhanced optimized search capabilities, ensures visitors can FIND STUFF.
2. **Mobile design.** Allows easy access and navigation via smartphones and tablets.
3. **Industry calendar.** Lists scheduled industry meetings and exhibitions. Got an event that needs promoting? Let us know!
4. **Social media integration.** Utilizes ARSA's twitter feed to quickly disseminate the latest news right on the home page, and offers easy access to ARSA's Facebook page and LinkedIn profile.

The site is still under construction, new content and capabilities are added daily, so check back often.

Particularly note that we are adding an enhanced regulatory library, the ability to search content by issue or regulatory citation, and a "members only" portal where users can update contact information, renew memberships and purchase publications.

Continued on Page 2

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Sarah Says, continued

The site also promotes ARSA's newly released and revised publications, including a Model EASA Supplement, Model Repair Station and Quality Manual and Canadian Supplements. Descriptions and samples are available [here](#).

We welcome your feedback, comments and suggestions as you try out our new wheels!

Legal Briefs

The E.C.-U.S. agreement and U.S. due process: Part I

By Craig Fabian, ARSA vice president of regulatory affairs & assistant general counsel

This month, we begin a series that is decidedly more “legal” than issues normally addressed in this column. That is, issues rooted in basic U.S. legal principles and not specifically aviation related. Nevertheless, the subject has a profound impact on a U.S. repair station's ability to defend itself – and its privileges obtained under the [Agreement Between the United States of America and the European Community on Cooperation in the Regulation of Civil Aviation Safety](#) (the Agreement) – during an FAA investigation.

First, however, we must recognize the Agreement's tremendous benefits; it recognizes the equivalency of FAA and EASA regulations. For particular activity such as maintenance, which is covered in Annex 2 of the Agreement, special conditions are identified to cover “gaps” between the FAA and EASA rules. The result is that a repair station in the U.S. can seek EASA Part-145 approval simply by complying with the EASA special conditions *in addition to* the FAA regulations to which it has already shown compliance. The reverse is true for an approved maintenance organization in Europe, which can obtain an FAA repair station certificate so long as it complies with the FAA special conditions *in addition to* the EASA rules it already follows. The agencies and industry realizes much greater efficiency in obtaining certification under the other regulatory system as duplicative requirements are “eliminated” and a “full-blown” certification effort is not required. Without the Agreement, this common sense approach is not possible.

The Agreement provides additional efficiency for the regulatory authorities. The competency and validity of each authority is recognized by the other; such recognition allows inspectors in the “home” country to act as “boots on the ground” for the other. For instance, EASA surveillance of a U.S. facility is carried out by FAA inspectors who simply relay the information to EASA. That practice is both logical and efficient.

While, the Agreement is clearly a benefit to both the industry and the regulatory authorities, “differences” between individual rights and



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Legal Briefs, continued

governmental powers in the U.S. and European Community raise interesting legal questions. The crux centers upon the suspension of privileges by one regulatory authority based upon allegations of non-compliance with the other regulatory authority's rules *before* those allegations have been fully adjudicated. In other words, a "shoot first, ask questions later" response to purported regulatory violations. For example, when EASA is informed by the FAA of potential violations of 14 CFR against a U.S. entity, the European agency can (and will) remove the EASA part 145 certificate. That position is problematic under U.S. law, and therefore raises legal questions when the alleged violation is centered upon U.S. regulations and involves the direct participation of a U.S. regulatory agency.

The specific legal issue arises from actions taken by EASA during an investigation of a potential FAA rule violation. It normally occurs when the U.S. repair station is seeking continuation approval of its EASA part 145 privilege. In real-life, the scenario involves the following sequence of events:

- (1) The FAA begins investigating a potential violation of its rules by a U.S. repair station;
- (2) The repair station responds to the allegation;
- (3) The FAA may or may not proceed toward civil penalty or certificate action against the repair station based on the allegation;
- (4) When administering the EASA continuation approval process, the FAA sends a "non-recommendation" to EASA citing the alleged FAA rule violation; and
- (5) EASA suspends the U.S. repair station's EASA Part-145 approval based upon the alleged violations of 14 CFR (a U.S. rule) – before the U.S. government takes action on the allegations.

As a result, the U.S. repair station is in limbo while the FAA investigation runs its course; the FAA privileges remain valid, but the EASA privileges are suspended indefinitely.

Can the EASA suspension, which is based solely on an alleged violation of U.S. regulations, take effect before the U.S. entity has the opportunity to defend itself as provided under U.S. law? The next few issues of this publication will spotlight this question; stay tuned. (In our view, this is a much different question than an alleged violation of an EASA "special condition", which is based in EASA regulation.)



Staples Business Advantage, which is **free to join for ARSA members in good standing**, offers a top-level customer service program designed to reduce your total cost to acquire office supplies, including cleaning, break-room and related industrial supplies to furniture and even electronics.

Regulatory Lookout

FAA grants comment extension for MAG AC

On Sept. 4, FAA notified of ARSA of a 45-day extension of the comment period for draft Advisory Circular [145-11](#).

The draft AC provides guidance on how U.S.-based repair stations may obtain, renew, or amend EASA approval utilizing the [Maintenance Annex Guidance](#). In its [request](#) for additional comment time, the Association stressed that there are still outstanding issues being resolved, such as [part-tagging requirements](#), which would affect the guidance when addressed.

Comments are due Oct. 15. For more information and to comment, [click here](#).

Blue Ridge to offer FAA-approved distance learning

On Oct. 17, Blue Ridge Community College (BRCC) will launch the nation's first FAA-approved online program in aviation maintenance technology.

Upon completion, graduates will be eligible to take the FAA written, oral, and practical exams for a Mechanic's Certification with Airframe & Powerplant ratings. ARSA [has been working closely](#) with BRCC to modernize the FAA-mandated curriculum at certificated aviation maintenance schools.

For more information, visit BRCC's AMT program [website](#).

FAA issues AD for GEnx-1B and 2B engines

As expected, the FAA issued an [airworthiness directive](#) (AD) on Sept. 21 for certain General Electric next generation (GEnx) engines. The AD requires ultrasonic inspections of the fan midshaft described in GE Service Bulletin No GEnx-2B S/B 72-0091, Revision 1 or No.GEnx-1B S/B 72-107, Revision 2, dated September 14, 2012, as applicable, before further flight.

The agency's action follows a Sept. 14 National Transportation Safety Board [letter](#) urging the issuance of the AD.

Help USAF improve MRO acquisitions

The United States Air Force needs your help to improve its acquisition of MRO services.

On behalf of the USAF, [TASC, Inc.](#), is researching the civil MRO market to help the USAF take advantage of commercial best practices. TASC has asked ARSA members for their support in this effort.

The focus of the study is commercial MRO services similar to those required for C-17, C-21, C-40, C-130, KC-10, and KC-135 and military commercial derivative aircraft. The goal is to identify a decision model that incorporates important factors and effective contracting practices for the acquisition of MRO services and commercial best contracting practices.

Two questionnaires are available, a six question survey for MRO users that seeks to understand issues considered in selecting a provider ([click here](#)); and an eight question query for repair stations that asks about factors considered in contracting and subcontracting ([click here](#)). Your response to any or all of these questions will help identify potential efficiencies in MRO acquisition practices. Once cleared by the USAF, TASC's final report will be provided to those who respond.

Please complete and send your responses by Friday, Oct. 26 to:

David P. Leech
Senior Analyst for Industry and Technology Evaluation
TASC, Inc.
E: David.Leech@TASC.COM
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SCOTUS passes on ICA

The Supreme Court will not hear a dispute with important implications relating to the FAA's handling of regulations on Instructions for Continued Airworthiness (ICA).

Avidar v. Rolls Royce, the case at issue in ARSA's friend of the court [brief filed](#) by the Association this summer, received a judicial conference on Sep. 24. The Court denied the petition to consider it, leaving the judgment of the lower court to stand.

In recent years, less than 0.01 percent of cases that petition the Court are selected for consideration.

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Final Documents/Your Two Cents

“Final Documents”: This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see **“Your Two Cents.”** The date shown is the date of FR publication or other official release.

“Your Two Cents”: This is your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.

“Final Documents” and **“Your Two Cents”** are available by [clicking here](#).

A Member Asked

By Craig Fabian, ARSA vice president of regulatory affairs & assistant general counsel

Q: Is it possible for a U.S.-based repair station to start its EASA continuation approval process early (i.e., before the due date)?

A: Although the process could start before the due date, the EASA/FAA Maintenance Annex Guidance “frequently asked questions” document notes that there is no fee reduction for early renewal (see [question 94](#)). It is very important, however, for everyone to remember that a new EASA supplement is required even if renewal isn't due before the end of this year; as stated in section B, VIII (4) of the MAG: “All EASA approval holders must have a new supplement in place latest 31 December 2012.”



Register now for the ATA e-Business Forum to be held **October 22-24, 2012 in Scottsdale, Arizona**. The ATA e-Business Forum is the industry's premier event to

learn about the latest developments in information exchange to support engineering, maintenance, materiel, cyber-security and flight operations. In addition to learning about the airline industry's most widely accepted e-business specifications (Spec 2000, S1000D, iSpec 2200, Spec 42 and Spec 2300), learn how the industry has attributed significant savings and operational efficiencies to the use of these global specifications.

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Lunch Presenter: Richard Aboulafia, Vice President Analysis, Teal Group

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Quality Time

Editor's Note: The views and opinions expressed by contributing authors do not necessarily state or reflect those of ARSA, and shall not be used for endorsement purposes.

Employment Law & Repair Stations

Some Recent News about the Americans with Disabilities Act

By [Jonathan W. Yarbrough](#), Constangy, Brooks & Smith, LLC, 80 Peachtree Rd., Ste. 208, Asheville, NC 28803-3160. © 2012 Jonathan W. Yarbrough ALL RIGHTS RESERVED

Jonathan is experienced in representing employers in employment law issues; his pragmatic approach can also help keep relationships with employees from becoming difficult. Please contact him for questions regarding employment relationships.

Is placing a disabled worker in a vacant position a reasonable accommodation?

Until recently, a employer was **not required** to transfer a disabled person who was unable to perform his or her current job to a vacant position for which a better candidate exists – provided it was the employer's “consistent and honest policy” to select the best-qualified applicant.

A similar issue was addressed in a 2000 Supreme Court opinion. In that case a disabled employee had been transferred to a physically less demanding position after a back injury. He lost his job when a more senior employee was permitted to bid on the position under the employer's seniority system. He filed a lawsuit against

the employer, claiming a violation of the Americans with Disabilities Act (ADA) because the employer failed to honor his request to be permanently assigned to the position as a “reasonable accommodation.”

The Court decided that: (1) an employer’s showing that a requested accommodation conflicts with seniority rules is ordinarily sufficient to show that accommodation is not reasonable, and (2) the employee may present evidence of special circumstances that makes an exception to the seniority rule reasonable under particular facts. Specifically, the burden is on the employee to explain why an exception to a seniority policy can constitute a reasonable accommodation, even though in the ordinary case it cannot.

However, the test may now be whether placing a less qualified, disabled person in a vacant position is a reasonable accommodation; that is, would it create an “undue hardship” for the employer. The employer in this more recent Circuit Court case had a reasonable accommodation guideline that stated that reassignment is “competitive” and a qualified disabled worker would not necessarily receive the job if a more qualified candidate was available. The court concluded that, “The Supreme Court has found that accommodation through appointment to a vacant position is reasonable [rather than can possibly be reasonable]. Thus absent a showing of undue hardship, an employer must implement such a reassignment policy.” The court went further to say that the trial court should consider if mandatory reassignment of a disabled worker unable to perform his current job is “ordinarily, in the run of case, a reasonable accommodation.” In so doing, the circuit court here shifted the burden from the employee to the employer. That is, the employee is no longer required to explain why seniority or another similar policy can constitute a reasonable accommodation. Rather, the employer has the burden of proving that placing a less senior or less qualified disabled worker in a vacant position would create an “undue hardship.”

Under these circumstances, an employer should review its policies to leave open the possibility that a disabled worker could possibly be placed into a vacant position, irrespective of a policy favoring a more qualified worker, and then apply the “undue hardship” test before making a final decision.

When is working from home not a reasonable accommodation?

Some help in answering this question comes from another recent case where an employee filed a complaint that her employer would not accommodate her request to work from home up to four days a week. Her job involved personal interactions with co-workers and contacts outside the company, group problem solving sessions, and was “highly interactive,” requiring interactions with the buyers and the suppliers which would not be adequately handled over the phone or by email. The court agreed with the employer that her request to be absent from the workplace was not a reasonable accommodation.

Employers, then, must be prepared to offer supportable reasons why presence in the workplace is an essential function of a job.

Are overtime and flex time essential functions of a job?

The simple answer to this is whether the employer includes overtime and flex time in the job description. The solution, of course, is to have meaningful job descriptions that include all essential functions.

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The Next Generation of Aircraft Technicians

Preparing Students For The Hiring Process

By [Raymond Thompson](#), Western Michigan University, College of Aviation, 237 N. Helmer Rd., Battle Creek, MI 49037 © 2012 Raymond Thompson ALL RIGHTS RESERVED.

Raymond Thompson is president of the Aviation Technical Education Council and associate dean of the College of Aviation at Western Michigan University. A long-time mechanic and commercial pilot, he has been involved in technician education in the U.S. and Middle East since 1983.

Editor's Note: This is the ninth in a series of articles from Mr. Thompson in which he provides information on supporting aviation maintenance technician schools (AMTS) and the next generation of mechanics.

The first in this series of articles ([January 31, 2012 issue of the hotline](#)) addressed the growing manpower needs in aviation maintenance. Subsequent articles discussed ways ARSA members can assist maintenance schools in attracting students and in shaping areas of the curriculum. This month, we will talk about preparing students for the hiring process.

Every school strives to have its students well prepared for their first interview. Schools stress the desired behaviors of the professional technician, while emphasizing the need to keep one's record clean and engage in personal and professional development opportunities. Students are encouraged to research each company to which they apply and explain how their skill-sets match an employer's needs. Schools help students prepare for their job search, offering review of resume and cover letters and interview tips. Advice and guidance from faculty and teachers also plays an important role, some institutions have staff dedicated to these tasks; others embed this content into a special course.

So how does your company fit into this process?

As employers of our graduates, it is critical that students understand your views on what is needed in the workplace. Students place the desires of employers at a premium and give it more credence than similar information from a school. Visiting your local AMTS to speak with students about career opportunities is a great place to start.

When an employer, visits a school to talk about careers, it is important to not only talk about specific opportunities, but to also about the hiring process, both in person and electronically. For many, this will be an entire new world. Most students do not appreciate that background checks often include credit history and traffic violations; letting students know what kind of traits you look for will help them be better prepared when it is time to launch their careers.

Visiting school and meeting with students gives employers an opportunity to shape how students prepare and present themselves. I once invited a senior recruiter from an OEM service center to talk to a class about the hiring process. One point she stressed was personal appearance. Her clients often came to observe the work being performed on their aircraft. In her facility, the technician was on display and often directly interacted with the client. Students were surprised to hear that factors unrelated to maintenance played an important role in winning-over clients.

Sponsored mock interviews are an invaluable tool that employers can provide. In a few weeks, I will be taking a group of students to an employer for practice interviews. The employer will provide a position posting, and the students will prepare application letters and resumes. We will review those together in-house, then send them to the employer. Each student will be given a 10-15 minute interview by a panel of managers, followed by a debriefing on their letter, resume, and the interview itself. Providing real interviewing experience in a non-threatening environment by employers is something schools can host, but not replicate.

All of us involved with hiring can list the things we have observed candidates do to eliminate themselves. Use your knowledge to work with your local school to inform students how to avoid the common pitfalls. Stress the

importance of behavior, performance, and presentation. None of these skills are required to obtain an A&P certificate. However, they are skills you seek in your future employees. Working with your local aviation maintenance technician school is your key to being the first employment choice for those new technicians.

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Legal Waypoints

A Case Study in Indemnification – Am. Eurocopter v. CJ Systems

By [Steven E. Pazar](#), Attorney at Law, 11 Carriage House Lane, Boxford, Massachusetts 01921. © 2012 Steven E. Pazar ALL RIGHTS RESERVED.

Steven is an experienced counselor to businesses operating in many industries, including aviation. He provides templates, tools and training to improve contracting efficiency, close deals faster and control costs.

Indemnification provisions present many challenges, including complex questions of interpretation and enforcement. A recent case from Texas illustrates just how difficult it can be to draft an enforceable indemnification provision. [American Eurocopter Corporation v. CJ Systems Aviation Group](#), decided July 18, 2012 by the Court of Appeals, Fifth District of Texas is a legal waypoint for all participants in the aviation MRO industry.

Background:

On October 16, 2000 a Eurocopter helicopter owned by Duke University Medical Center and operated by CJ Systems (CJ) crashed upon failure of its main gearbox. The gearbox had been recently overhauled by

American Eurocopter (American). CJ's mechanics installed and tested the gearbox without issue only four days before the accident. Just 3.5 hours of use after the gearbox installation, the helicopter's oil-pressure (but not oil-temperature) warning light for the gearbox illuminated in flight. The helicopter landed safely and was taken out of service by the pilot John Holland.

Holland called CJ's mechanic on duty. After some troubleshooting, CJ's mechanic and Holland decided that since the gearbox was newly overhauled and had limited use the problem was a faulty oil-pressure switch. Holland ran the helicopter on the ground, hovered a few minutes, and then flew off. About one minute into the flight the gearbox suffered a catastrophic failure caused by a lack of gearbox lubrication. Holland was killed in the crash. After the accident it was learned that the gearbox had not passed the appropriate tests at American before being certified as airworthy.

The Indemnity Agreement:

CJ had specific authorization from American under a Service Center Agreement to maintain and repair certain Eurocopter helicopters. The Service Center Agreement contained a provision requiring CJ to indemnify American for all losses with respect to defective work *"arising from services furnished and work performed"* by CJ. The provision also provided:

"[CJ's] indemnity and hold harmless obligations specifically extend to any and all losses, damages, injuries, claims, demands and expenses, including legal expenses of any kind and nature, arising from [CJ's] sole negligence. Without limiting the foregoing, in no event shall American Eurocopter be liable for any loss, damage, injury, or claim resulting from any matter, which could have been discovered by [CJ] through the exercise of reasonable diligence in connection with the undertaking of any inspection, maintenance, and/or repair performed by [CJ]." (emphasis added).

At trial, the jury found that CJ "performed defective work" and that CJ could have discovered the matter that resulted in the loss. CJ argued that the Texas express negligence doctrine barred American's claim for indemnity. The express negligence doctrine prohibits a party from seeking indemnification for their own negligence unless that intent is expressed in specific terms in the provision. American claims that the express negligence doctrine does not apply because the provision seeks indemnification for CJ's negligence and not American's.

The Court of Appeals sided with CJ, stating that the provision "implicates indemnification for American's negligence in the event CJ could have discovered - through the exercise of reasonable diligence in connection with its undertaking any inspection, maintenance, or repair - the matter causing the loss." Since the jury found the negligence of both parties contributed to the loss, and the indemnification applied in the event of the parties' concurrent negligence, the express negligence doctrine barred American's claim for indemnification.

This case illustrates how difficult it can be to draft an enforceable provision not subject to significant differences in interpretation. Please feel free to contact me by email if you would like a copy of the decision.

ARSA Members Getting Members Program

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Become an ARSA Champion!

ARSA Champions are members who help to actively promote the Association and its activities, and work to get other companies to join. By providing informational brochures at trade shows and industry meetings, ARSA Champions ensure we obtain the support we need to provide even more and better services. [Click here](#) for more information on becoming an ARSA Champion!

Got what it takes to be ARSA's 2012 Pundit of the Year?

With Election Day just weeks away, everyone is predicting the outcome. So how do your picks stack up against others in the aviation maintenance industry? [Answer this short survey](#) by November 5 to find out – the winner will be declared ARSA's 2012 Pundit of the Year.

To provide a little guidance, ARSA's legislative affairs team has offered its own predictions. Political analysis comes from Executive Vice President Christian Klein, Vice President of Legislative Affairs Daniel Fisher, Communications Director Jason Langford, Communications Coordinator Josh Pudnos, and Communications Intern Matt McKinney.

The following are calculations based on knowledge of the political landscape and polling information (as of Sept. 25), and should not be construed as an endorsement for one candidate over another.

Race	Candidates	Prediction (ARSA Vote)
Fla. Senate	Sen. Bill Nelson (D) v. Rep. Connie Mack (R)	Nelson (5-0)
Ohio Senate	Sen. Sherrod Brown (D) v. Josh Mandel (R)	Brown (4-1)
Mass. Senate	Sen. Scott Brown (R) v. Elizabeth Warren (D)	Warren (3-2)
Mo. Senate	Sen. Claire McCaskill (D) v. Rep. Todd Akin (R)	McCaskill (5-0)
Mont. Senate	Sen. John Tester (D) v. Rep. Denny Rehberg (R)	Rehberg (3-2)
Nev. Senate	Sen. Dean Heller (R) v. Rep. Shelley Berkley (D)	Heller (3-2)
N.D. Senate	Heidi Heitkamp (D) v. Rep. Rick Berg (R)	Berg (5-0)
Va. Senate	Tim Kaine (D) v. George Allen (R)	Kaine (5-0)
Balance in Senate	Democratic Party v. GOP	50-50
Presidential Electoral Votes	Pres. Barack Obama (D) v. Gov. Mitt Romney (R)	Obama: 332 Romney: 206

Where did your lawmakers stand in the 112th?

Knowing exactly where your lawmakers stand on the issues is the most important step in being an informed and active participant in the political process.

With Election Day approaching, a steady diet of uninspiring campaign rhetoric, hyperbolic accusations, and political mudslinging will continue to feed the airwaves. Add to the mix the hundreds of millions of dollars spent by outside groups and Super PACs and it can be all too easy to forget the most important question to ask on Nov. 6, "Do I approve of the way my lawmakers are voting?" ARSA carefully selected [the House and Senate votes important to the aviation maintenance industry](#) to help answer that critical question.

The vote charts are an objective measure of how legislators voted on issues important to the industry and are a small fraction of a member's voting record. The charts do not include intrinsic factors you should consider when casting your ballot in the upcoming election, such as a candidate's character, professional qualifications, or positions on other issues that matter to you personally. Furthermore, a candidate's ARSA voting record should neither be read as an endorsement of any candidate, nor as a statement of opposition to a lawmaker's reelection.

House votes

The Comprehensive 1099 Taxpayer Protection & Repayment of Exchange Subsidy Overpayments Act (H.R. 4)
– ARSA supported – Passed

This was the first and only law passed to overturn a portion of the president's signature healthcare law, the Affordable Care Act. H.R. 4 repealed a provision in the law that would have mandated companies to report every transaction with an outside vendor totaling more than \$600 on an IRS Form 1099 beginning in 2012.

Mandatory Criminal Background Amendment (H.AMDT.217) – ARSA opposed – Failed

In the fight for FAA reauthorization, the House beat back an amendment from Rep. Peter DeFazio (D-Ore.) that would have mandated criminal background checks for employees at part 145 repair stations. ARSA members aggressively lobbied against the proposal during the Association's 2011 Annual Legislative Day, which coincided with House floor debate on the matter.

Three Percent Withholding Tax Repeal (H.R. 674) – ARSA supported – Passed

The Tax Increase Prevention Reconciliation Act (TIPRA), enacted in 2006, included a provision requiring governmental entities whose annual expenditures exceed \$100 million withhold three percent of all payments made to any individual or company that provided goods or services to the government. H.R. 674 repealed the onerous tax would have had no relationship to a company's taxable income, impinging on cash flow and effectively resulting in an interest-free loan to the U.S. Treasury.

Regulatory Flexibility Improvements Act of 2011 (H.R. 527) – ARSA supported – Passed

The Regulatory Flexibility Improvements Act of 2011 aimed to strengthen the Regulatory Flexibility Act (RFA), the law that requires federal agencies to contemplate the impact of regulations on small business. The legislation mandated that federal agencies consider both direct and indirect impacts of regulations while also requiring a periodic review of all rules that have a significant economic impact on a substantial number of small entities. The bill passed the House, but stalled in the Senate.

FAA Reauthorization Conference Report Final Vote (H.R. 658) – ARSA Supported – Passed

After 23 short-term extensions of the prior FAA authorization law, Congress enacted the FAA Modernization & Reform Act, which authorized \$15.9 billion annually for the agency through 2015. The law, which strikes the right balance between safety, oversight, and operational freedom for repair stations, was a significant victory for the aviation maintenance industry.

Repeal of Affordable Care Act (H.R. 6079) – ARSA Supported – Passed

Shortly after the Supreme Court upheld the Affordable Care Act, House Republican leaders proposed H.R. 6079 to scrap the law. H.R. 6079 passed the chamber, but was not taken up in the Senate.

Senate votes

Repealing the Job-Killing Healthcare Law Act Amendment (S. 223) – ARSA supported – Failed

Offered as an amendment to the FAA Air Transportation Modernization & Safety Improvement Act, the measure sought to repeal the Affordable Care Act.

The Comprehensive 1099 Taxpayer Protection & Repayment of Exchange Subsidy Overpayments Act (H.R. 4) – ARSA supported – Passed

See House vote description.

Surface & Air Transportation Programs Extension (H.R. 2887) – ARSA supported – Passed

The expiration of surface transportation and aviation authorizations overlapped in the 112th Congress, necessitating several temporary extensions for both programs. The Surface & Air Transportation Extension Act of 2011 extended surface transportation programs for six months (through March 31, 2012) and the FAA for four months (through Jan. 31, 2012). This short-term extension followed a partial shutdown of the FAA and proved to be one of the last.

Three Percent Withholding Tax Repeal (H.R. 674) – ARSA supported – Passed

See House vote description

FAA Reauthorization Conference Report Final Vote (H.R. 658) – ARSA supported – Passed

See House vote description

Support ARSA's Positive Publicity Campaign

It's no secret; the contract maintenance industry suffers from an image problem. Years of baseless attacks have created a hostile media environment, and worse yet, has blinded some lawmakers and portions of the public to the benefits of aviation contract maintenance.

ARSA's [Positive Publicity Campaign](#) (PPC) confronts these challenges; its message is clear: repair stations make air travel safer, create air carrier efficiencies, contribute to the economy, and generate jobs.

PPC resources support industry economic impact studies, defend the industry in the national media, and monitor media coverage. All industry stakeholders are asked to support the campaign through a financial contribution. Make your [pledge](#) today!

Empower, Don't Punish, Job Creators

By Rep. Bill Johnson (R-Ohio)



Editor's Note: ARSA periodically invites lawmakers and leading policy experts to write columns for the hotline to allow our readers to hear directly from those involved in the policy process. This month's columnist is [Rep. Bill Johnson](#), a first-term Republican lawmaker representing Ohio's 6th Congressional District. The views expressed by Rep. Johnson do not necessarily reflect those of ARSA.

There are many serious problems in Washington: the Senate refuses to consider a budget, the national debt continues to balloon, spending on food stamps and other social programs have skyrocketed, and the prospect of massive defense cuts has ended America's ability to successfully fight a two front war – the foundation of our defense strategy since World War II. But maybe the most troubling and far-reaching problem in

Washington now is the Obama Administration's treatment, through its policies and its rhetoric, of small business owners – America's job creators.

Small businesses serve as the engine of our economy creating more than 60 percent of new jobs. They are manufacturers, restaurants, service stations, construction companies, high-tech startups– they are America's innovators. They are risk takers. They create goods and provide services that people want. They employ tens of millions of Americans. And they are hurting. They are hurting because this Administration is regulating them into the ground.

According to the Heritage Foundation, President Obama has imposed new regulations on job creators costing them \$46 billion annually on a variety of goods and services ranging from air conditioners, refrigerators, freezers, car emissions, product labeling, higher minimum wages for foreign workers and health care mandates under Obamacare. Not surprisingly, the most expensive regulations come from the President's EPA which cost businesses an additional \$4 billion annually.

And if these regulatory burdens and federal mandates aren't enough, the President and some in Congress want to raise taxes on job creators that are finding ways to succeed. A recent Ernst & Young analysis of

President Obama's proposed tax hike indicates that the tax will hit thousands of small businesses, costing our economy more than 700,000 jobs. Why would we punish successful businesses? Why would we make it harder for them to expand, invest and hire more people?

We may have gotten that unfortunate answer from the President recently. In a speech, President Obama stated that, *"If you're successful, you didn't get there on your own."* He went on to declare that *"If you've got a business, you didn't build that. Somebody else made that happen."* I meet with small business owners regularly. I know that many small business owners work long hours, weekends, borrow against their mortgage, skip paying themselves so they can meet payroll for their employees and then pay the taxes that fund the roads, bridges, schools and fire departments in their community. The President's statements show, at best, a complete lack of understanding how America's economy works. At worst, it shows a callous disregard for job creators and taxpayers.

There is much to fix in Washington, but freeing our job creators should be the top priority. The President should reconvene his White House Jobs Counsel that was charged with developing recommendations to spur job growth (which hasn't met for six months), overhaul the regulatory process, scrap all plans for tax hikes and begin to work to create an environment where small businesses can focus on innovating and growing again rather than complying with federal mandates, higher taxes and even more red tape.

I look forward to working with ARSA members to get our nation's small businesses growing and creating jobs.

ARSA Action

Summer survey's telling results

Though we are still crunching the numbers, there are a few major takeaways from the 175 responses to our summer survey that reinforce the importance of ARSA's advocacy efforts.

Repair manual availability remains a problem for repair stations. Fifty-seven percent of respondents said they had trouble obtaining ICA from one or more manufacturers in the past year. While just over half (51 percent) of respondents were familiar with the FAA recent ICA [policy](#) and [legal interpretation](#), 60 percent remained skeptical either would improve access to ICA.

The industry also has serious concerns over the current ban on FAA certification of new foreign repair stations. Of the respondents, 71 percent indicate that potential EASA retaliation against U.S. EASA approval holders would have a major or devastating impact on profitability, and would threaten the ability to stay in business. These results underscore the economic damage that could result if the TSA does not heed the industry's call to [lift the ban](#) by immediately issuing congressionally-mandated repair stations security rules.

ARSA would like to thank everyone who took the time to participate in the summer survey; each answer enables the Association to serve its members and the industry better.

Positive Publicity Corner

The intersection of politics and PR

By Jason Langford, ARSA director of communications

The research generated by ARSA's PPC sits at the nexus of the Association's public relations and political advocacy efforts.

ARSA's data on the industry's economic footprint and the importance of bilateral aviation safety agreements are essential tools in the Association's arsenal. This information shows the dollars and cents benefits contract

maintenance has on local communities and has painted a sharp picture of the dangerous economic consequences that would follow from actions designed to unduly restrict the industry.

The PPC's impact and value for the Association is therefore bigger than just being limited to PR. On the political side, the PPC data has helped sway lawmakers away from supporting legislative efforts that would have destroyed the delicate framework of international agreements that govern civil aviation maintenance. On the PR front, the data has demonstrated to skeptical reporters the benefits the industry brings to local communities and reinforced the industry's positive safety record, making those journalists less susceptible to the false safety and economic arguments raised by our industry's foes.

In both scenarios the PPC has been a winner for maintenance; it has stopped negative legislation and it has allowed the industry's value-driven message to reach the public.

To ensure the ongoing value of this data, however, it must stay current. ARSA has solicited proposals to update and expand this data, but they don't come cheap.

The Association needs your help to ensure the validity of the PPC. Thanks to the efforts of just a [few companies](#), the PPC has allowed ARSA to accomplish much. But, there is much more to do.

Can you step up to the plate and help ARSA and the PPC achieve even more?

For less than the cost of a minor advertising campaign, your dollars are put to work fighting for the industry. What's more your funds are pooled with others in the maintenance industry, multiplying their impact and your return on investment.

[Click here to make your investment in the PPC today.](#)

As part of ARSA's ongoing [Positive Publicity Campaign](#) (PPC), the association is actively working to enhance the media's understanding of our \$50 billion industry and its vital importance to global civil aviation. To accomplish this goal, ARSA monitors media coverage about aviation maintenance to spread the word about the valuable role repair stations provide their communities in jobs, economic opportunities, and community involvement. These are some of this month's top stories highlighting the industry's contributions.

[Oregon Aero kicks off expansion of new facility](#) (Rotor News)

[Regional airline opening maintenance station at CVG](#) (Business Courier)

[Custom Aircraft Cabinets announces 150 new jobs, \\$5.9M expansion](#) (KHOZ, 102.9)

[Western Jet opens Reno maintenance satellite](#) (AINonline)

[Constant Aviation opens new facility](#) (AINonline)

[Gulfstream plans new Massachusetts facility](#) (AINonline)

[New maintenance provider at airport](#) (Herald Citizen)

[Constant Aviation opens new facility](#) (Avionics Intelligence)

[New business lands at the Davidson County Airport](#) (The Dispatch.com)

[Ivy Tech dedicates aviation center](#) (Stacey Page Online)



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ARSA on the Hill

By Daniel Fisher, ARSA vice president of legislative affairs

In September, ARSA's legislative team continued educating lawmakers about the impact the foreign repair station certification ban is having on the industry. Our efforts resulted in a letter from Rep. Adam Schiff (D-Calif.) urging TSA to finalize the repair station security rule ([see related article](#)).

The legislative team met with the Aviation Technician Education Council's Board of Directors to discuss policy issues related to workforce development and building a legislative program.

ARSA PAC delivered campaign support to Rep. Mike Rogers (R-Ala.), chairman of the House Transportation Security Subcommittee. Rogers has been a leader on aviation issues, particularly efforts regarding the TSA repair station security rule and the ban on foreign repair station certification. Additionally, ARSA PAC contributed to Rep. Pat Meehan's (R-Pa.) reelection campaign. Meehan is a member of the House Aviation Subcommittee and is chairman of the House Counterterrorism & Intelligence Subcommittee.

Association representatives attended an Aeroclub luncheon featuring National Transportation Safety Board Chairman Deborah Hersman.

ARSA continued to expand the reach of its political program by fundraising for ARSA PAC. To this end, Government Affairs Committee members were informed about the importance of achieving "Multicandidate PAC" status and how the Association can achieve this milestone.

Bills on the Hill

Check out ARSA's new political video blog series: SkyLounge

ARSA has a new video blog, SkyLounge, hosted by Vice President of Legislative Affairs Daniel Fisher, to discuss hot political issues.

In the first episode Fisher examines (with a dash of humor) the purpose of the Association's political action committee ([ARSA PAC](#)), how political campaigns spend contribution dollars, and why it's important for ARSA to play a role in the election process.

[Click here](#) to view SkyLounge.

Sequestration will hit FAA operations, White House says

The FAA could see its budget slashed by more than \$1 billion if sequestration goes ahead as planned according to the White House Office of Management and Budget (OMB).

OMB reported that the FAA will have its \$15.9 billion budget reduced by \$1.04 billion annually, stating that the FAA's "ability to oversee and manage the Nation's airspace and air traffic control will be reduced."

The OMB analysis shows that the portion of the FAA's operations account will lose \$792 million. As the FAA already faces challenges in operational funding, the cuts could significantly hinder many areas, including inspections and certification programs. Other FAA accounts will also see reductions, including \$229 million to the facilities and equipment budget and \$14 million in funds dedicated to research engineering and development. The Airport Improvement Program (AIP) will not be impacted by sequestration.

The FAA faces the lion's share of potential cuts to the Department of Transportation. While the distributions of any potential cuts remain unknown, analysts predict that simply delaying projects or staff attrition will not likely allow it to meet its reduced budgetary authority.

An earlier [study](#) commissioned by the Aerospace Industries Association also indicates the enormous economic implications of sequestration. Lost output by the aviation industry is estimated between \$9.2 billion and \$18.4 billion, leading to approximately 132,000 jobs lost. Furthermore, should sequestration delay implementation of NextGen, roughly \$40 billion and 700,000 jobs could be lost by 2021 due to an overworked, outdated, and inefficient air transportation control system. Those figures increase to \$80 billion and 1.3 million jobs by 2035.

Congress must come up with a mechanism by the end of the year to prevent these catastrophic cuts. Visit ARSAAction.org to tell your lawmakers that our industry and our economy cannot take this blow.

ARSA PAC: Who we've helped

Participation in the Association's political program surged in 2012, allowing ARSA PAC to make a difference in more campaigns than ever before. ARSA PAC makes contributions to the campaigns of candidates who share the policy goals and legislative priorities of the contract maintenance industry. Here are some of the terrific candidates supported by ARSA PAC.

Rep. Tom Petri (R-Wis.)



Rep. Petri is Chairman of the House Aviation Subcommittee. He is also the recipient of the [2012 Legislative Leadership Award](#).

Rep. Mike Pompeo (R-Kan.)



Rep. Pompeo is the former CEO of Thayer Aerospace, an aerospace manufacturing company. He attended an ARSA outreach meeting in Wichita.

Rep. Tim Walberg (R-Mich.)



Rep. Walberg is a member of the House Transportation Security Subcommittee and has supported the Lift the Ban campaign.

Rep. Adam Schiff (D-Calif.)



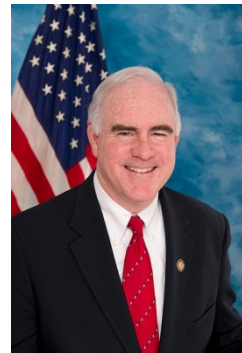
Rep. [has pushed TSA](#) to finalize security rules so the FAA can certificate new foreign repair stations.

Rep. Mike Rogers (R-Ala.)



Rep. Rogers is Chairman of the House Transportation Security Subcommittee and has supported the Lift the Ban campaign.

Rep. Pat Meehan (R-Pa.)



Rep. Meehan is a member of the House Aviation Subcommittee and the House Homeland Security Committee.

ARSA PAC's case for political engagement

With the Nov. 6 rapidly approaching, ARSA PAC wants to ensure that all members are fully engaged in the electoral process. [Grant solicitation consent to ARSA PAC now](#) so that the legislative team can communicate freely about strategic activity during the political season.

Federal law requires ARSA to have explicit permission before sharing details about its political program. Only executive and management employees at ARSA member companies may provide such consent.

[Give ARSA PAC solicitation consent](#) to learn about joining the ranks of fellow industry advocates who have chosen to play an important role in ARSA's political program! If you have any questions about ARSA PAC, please contact ARSA communications coordinator [Josh Pudnos](#) at 703 739 9543.

2012 ARSA PAC Contributors

Capitol Hill Club (\$1,000)

Bill Perdue, SONICO

Jim Perdue, SONICO

Washington Team (\$500)

Marshal S. Filler, ARSA

Gary Fortner, Fortner Engineering

Lynn Fortner, Fortner Engineering

Robert Fortner, Fortner Engineering

Sarah MacLeod, ARSA

Christian A. Klein, ARSA

Bill Rathmanner, Aero Design Services

145 Club (\$145)

Matthew Bickel, EB Airfoils

Russell Buckley, Auburn Aerospace, Inc.

Ian Cheyne, BBA Aviation

Jose Eduartez, A.I.R.S.

Daniel Fisher, ARSA

Randall Herman, Mid-America Aviation

John Hunter, HEICO

Gary Jordan, Jordan Propeller Services

Dave Latimer, TIMCO

Mike Leland, Commercial Jet

Brian Loomer, AAR Aircraft Services

Jim Meyer, Aviation Repair Solutions

Barry Muhler, Aviation Repair Resources

Jennifer Weinbrecht, Component Repair Technologies

DHS quizzed on security rule action

On Sept. 14, Rep. Adam Schiff (R-Calif.) sent a [letter](#) to Department of Homeland Security (DHS would allow the FAA to again certificate new foreign repair stations.

Schiff highlighted the negative impact the ban has on US competitiveness in the aviation maintenance iand reminded Secretary Napolitano that the rule must be issued to put Americans back to work.

"The prohibition has not encouraged the agency to act; instead it has only punished the aviation industry and weakened U.S. leadership in aviation maintenance services. The rule needs to be issued, so that American companies can start competing for foreign repair station contracts," Schiff said.

The Association commends Rep. Schiff for his leadership in urging TSA to finalize the repair station security rule. To remind your lawmakers of the importance of lifting the ban on certificating new foreign aviation repair stations, visit [ARSAAction.org](#). For more information on ARSA's "Lift the Ban" campaign, [click here](#).

TSA tells ARSA it's "diligently" working on security rule

The TSA is "cognizant of the issues created by the delay" in the repair station security rule and is "working diligently to complete the rulemaking" Administrator John Pistole stated in a Sept. 11 [letter to ARSA](#).

Pistole's letter comes in response to an [ARSA-led coalition letter](#) of August 20 requesting an update from Napolitano on the status of the repair station rulemaking.

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Both full and partial sponsorships are available. A full sponsor pays the entire cost of an item; a partial sponsor pays an amount towards the item cost. *Note: Partial sponsors will receive a pro-rated discount on complimentary registrations.*

Pledge Now - Pay Later! You can commit now to be a sponsor, and wait until Symposium registration opens until you are invoiced. This gives you the opportunity to get involved early, but also allows for plenty of time to make payment arrangements. [Click here for sponsorship opportunities!](#)

Have you seen these candidates?

Throughout the election season, *the hotline* is introducing readers to the candidates running in some of the most critical Senate campaigns. We first look to Missouri, where the incumbent Democrat, Sen. Claire McCaskill, takes on Republican Rep. Todd Akin. Meanwhile, in Wisconsin, Democratic Rep. Tammy Baldwin and former Republican Governor Tommy Thompson compete for the seat vacated by outgoing Democratic Sen. Herb Kohl.

Missouri

Sen. Claire McCaskill (D)



Sen. Claire McCaskill is seeking a second term in the U.S. Senate.

McCaskill is a member of the Commerce, Science & Transportation Committee, where she sits on the Subcommittees on Communications, Technology & the Internet; Consumer Protection, Product Safety & Insurance; and Surface Transportation & Merchant Marine Infrastructure, Safety, & Security. She also serves on the Homeland Security & Governmental Affairs Committee as chairman of the Contracting Oversight Subcommittee. McCaskill has been the lead sponsor of several bills and amendments hostile to repair stations.

McCaskill earned her bachelor's and law degree from the University of Missouri. Prior to her election to the U.S. Senate, she served as Missouri's Auditor. Her career in public service also includes

serving in the Missouri House of Representatives, the Jackson County Legislature, and as the Jackson County prosecutor. She lives with her husband, Joseph, in Kirkwood. They have seven children and five grandchildren.

Claire McCaskill for US Senate

PO Box 300077

St. Louis, MO 63130-0338

<http://clairemccaskill.com/>

 @McCaskill2012

Rep. Todd Akin (R)



Rep. Todd Akin is serving his sixth term representing Missouri's Second Congressional District.

Akin is a member of the Armed Services Committee, serving as chairman of the Seapower & Projection Forces Subcommittee. Akin also serves on the Budget Committee and the Science, Space & Technology Committee, where he sits on the Energy & Environment and Space & Aeronautics Subcommittees.

A graduate of the Worcester Polytechnic Institute and the Covenant Theological Seminary, Akin served in the Missouri House of Representatives and was a marketing executive before his 2000 election to the U.S. House. Akin lives with his wife, Lulli, in Town & Country. They have three children and eight grandchildren.

Todd Akin for US Senate

PO Box 31222

St. Louis MO 63131-0222

<http://www.akin.org/>

 @ToddAkin

Wisconsin

Rep. Tammy Baldwin (D)



Rep. Tammy Baldwin is currently serving her seventh term representing Wisconsin's Second Congressional District.

Baldwin is a member of the Energy & Commerce Committee, sitting on the Health and Environment & the Economy Subcommittees. Prior to her election to the US House, she served in the Madison City Council, the Dane County Board of Supervisors, and the Wisconsin Assembly.

Baldwin earned her bachelor's degree from AB Smith College and a law degree from the University of Wisconsin. Baldwin resides in Madison.

Tammy Baldwin for Senate

PO Box 510622

Milwaukee, WI 53203-0111

<http://www.tammybaldwin.com/>

 @TammyBaldwinWI

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Gov. Tommy Thompson (R)



Tommy Thompson is seeking to return to public service, having previously served four terms as Wisconsin's governor from 1987-2001.

Prior to his governorship, he served in the Wisconsin State Assembly from 1966-1987. In 2001, President George W. Bush appointed Thompson to lead the Health & Human Services Department. After leaving DHS, Thompson served on a number of corporate boards and made a brief run for president in 2008.

Thompson holds a bachelor's and law degree from the University of Wisconsin-Madison. He lives with his wife, Sue Ann, in Elroy. They have three children and eight

grandchildren.

Tommy Thompson for Senate
PO Box 620650
Middleton, WI 53562-0650
<http://www.tommyforwisconsin.com/>

 @TommyForWI

For more information about these and other candidates, visit www.ARSAAction.org.

International News

Canadian Conservatives recommend red tape relief for aviation

On Oct. 1, Canada's ruling Conservative Party revealed its [Red Tape Reduction Plan](#) to help remove "irritants to business that stem from federal regulatory requirements."

Included among the plan are provisions important to the aviation industry. The report advises the continuation of Transport Canada's efforts to simplify the regulatory framework and better harmonize international standards through the [modernization](#) of its [Aviation Security Regulations](#). It also suggests that the government "reduce the administrative burden and more effectively account for the realities of smaller aviation maintenance operations and their capacity to meet regulatory requirements."

In accomplishing this task, the report recommends a thorough review of quality assurance requirements and the adoption of a performance-based approach that provides clear guidance.

Canadian Chamber: skilled worker shortage impacts competitiveness

Canada is not immune to the skilled worker challenge, according to a recently released [report](#) on Canadian competitiveness from the Canadian Chamber of Commerce at its Annual General Meeting.

The report, "Canada's Skills Crisis: What We Heard," draws attention to the skilled labor gap that will impact the nation's ability to build 21st century infrastructure, improve the tax system, and make regulations work if left unaddressed. According to the report, Canada will face a skilled labor shortfall of nearly 2.3 million by 2021.

Members of the Association may display the member web badge on their company web site.

Contact arsa@arsa.org for information.



International Roundup

Editor's Note: To provide more international coverage, ARSA presents a monthly roundup of world events pertaining to the industry.

Breather for aircraft maintenance staff from long working hours (*The Times of India*)

Strong presence at Istanbul show highlights Turkish bizav growth (*AINonline*)

Flying Colours adds Saudi maintenance approval (*AINonline*)

Bill lets U.S. skirt European Union emissions rule (*Politico*)

Boeing to establish avionics maintenance, repair and overhaul center in Korea (*4-traders.com*)

Grupo Aeromexico and Delta Air Lines to build joint heavy maintenance facility in Queretaro (*MarketWatch*)

Dassault Falcon Aircraft Services – China launches in Shanghai (*Avionics Intelligence*)

Air India's MRO facility for Boeing 787,777 to be ready in 2013 (*Bernama.com*)

Jet Aviation set to expand maintenance services in Moscow (*AINonline*)

Cessna expands European support network (*Aviation Week*)

Member Spotlight

Thomas Electronics, Regents Park, New South Wales, Australia

Thomas Electronics is a diversified supplier of display technology and electronic systems solutions for aerospace, defense and commercial markets.

Thomas Electronics fifty-year history began as a manufacturer of black and white television tubes; in time, the company became one of Australia's major electronics enterprises, providing tubes to most of Australia's TV manufacturers. The company started creating display tubes for video monitors and terminals, specializing in displays for aerospace and defense.

Its products and services can be defined by these categories:

- **Aerospace:** Thomas designs, manufactures and supports cockpit display systems for commercial and military aircraft.
- **Defense Systems:** The company specializes in the development, manufacture, integration and support of electronic systems for defense and other specialized applications.
- **Simulation:** Thomas designs and manufactures display units for simulation applications.
- **Commercial:** Thomas provides support solutions to OEMs by offering and providing superior repair capability across a wide range of consumer and industrial electronic systems and components.

With more than a half-century of product innovation, Thomas' customers include global airlines, MROs, defense forces, prime contractors and electronics OEMs. It serves its customer base assisted by a network of sales representatives in each of its core markets.

For more information, visit <http://thomas.com.au/>

Are you an ARSA member who would like to be in the "Member Spotlight?" If so, please contact Keith.Mendenhall@arsa.org.

What's In It for You

This month: ARSA Compendia

By Jennifer Goodwin, ARSA membership & senior administrative coordinator

Ever had a compliance problem that cost you hours of research time, only to later to remember reading about the article in *the hotline*. However, remembering the edition, or if you even have a copy, then poses its own problem. Well, have no fear! ARSA Compendia are here with your solution!

ARSA' compendia take all of ARSA's most popular columns and put them in a single place. These articles date back to 1994 and are available in bundles for easy access.

Legal briefs (1994-2011). Own over 17 years of compliance knowledge in this revised compilation, which incorporates articles published since the column's inception. This goldmine of compliance knowledge answers questions such as: *What steps must I take during voluntary disclosure? What should we do when we receive an un-marked part? What requirements must a repair station comply with prior to shipping hazardous materials?*

Employment law (2004-2011). These articles, written by guest author and employment law attorney Jonathan Yarbrough, address issues and give practical solutions for issues surrounding whistleblowers, employee lawsuits, unemployment claims, drug problem disclosures, and employee recordkeeping requirements. This compilation is an update to the previous release, which included articles published through 2007.

Export compliance (2005-2010). This compilation, written by guest author Jack Brodbeck, assists repair station personnel in understanding and complying with import and export regulations. Articles cover applicable law, available resources, a "best practices" kit, and much more. It's a must read personnel at companies that export inventory or expertise. This compilation revises the prior version that included articles through 2007.

Intellectual property (2007-2011). This compendium, written by guest author and IP attorney Al Givray, provides valuable information on intellectual assets, patents, copyrights and trademarks and practical solutions to problems surrounding customer licenses, trade secrets, and inventor knowledge.

[Click here](#) for the list and order form. Also, for those of you have bought them in the past, ARSA offers the update for a discounted rate. Contact the ARSA offices for more information.



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Welcome New Members

[Delta Engineering](#), New Castle, DE

[F&E Aircraft Maintenance](#), Miami, FL

[Innodyne Systems](#), Bloomfield, CT

[Leading Edge Aviation](#), Bend, OR

[Mountain Aviation, Inc.](#), Broomfield, CO

[Murmer Aircraft Services](#), Arcola, TX

ARSA Regulatory Compliance Training—Questions

Part 1: General Comprehension

Level 1: For anyone working in aviation

§ 65.93: Inspection authorization: Renewal.

(a) To be eligible for renewal of an inspection authorization for a 2-year period an applicant must present evidence during the month of March of each odd-numbered year, at an FAA Flight Standards District Office or an International Field Office, that the applicant still meets the requirements of §65.91(c) (1) through (4). In addition, during the time the applicant held the inspection authorization, the applicant must show completion of one of the activities in §65.93(a) (1) through (5) below by March 31 of the first year of the 2-year inspection authorization period, and completion of one of the five activities during the second year of the 2-year period:

- (1) Performed at least one annual inspection for each 90 days that the applicant held the current authority; or
- (2) Performed at least two major repairs or major alterations for each 90 days that the applicant held the current authority; or
- (3) Performed or supervised and approved at least one progressive inspection in accordance with standards prescribed by the Administrator; or
- (4) Attended and successfully completed a refresher course, acceptable to the Administrator, of not less than 8 hours of instruction; or
- (5) Passed an oral test by an FAA inspector to determine that the applicant's knowledge of applicable regulations and standards is current.

(b) The holder of an inspection authorization that has been in effect:

- (1) for less than 90 days before the expiration date need not comply with paragraphs (a)(1) through (5) of this section.
- (2) for less than 90 days before March 31 of an even-numbered year need not comply with paragraphs (a)(1) through (5) of this section for the first year of the 2-year inspection authorization period.

(c) An inspection authorization holder who does not complete one of the activities set forth in §65.93(a) (1) through (5) of this section by March 31 of the first year of the 2-year inspection authorization period may not exercise inspection authorization privileges after March 31 of the first year. The inspection authorization holder may resume exercising inspection authorization privileges after passing an oral test from an FAA inspector to determine that the applicant's knowledge of the applicable regulations and standards is current. An inspection authorization holder who passes this oral test is deemed to have completed the requirements of §65.93(a) (1) through (5) by March 31 of the first year.

Question 1: Under this rule, to be eligible for renewal of an inspection authorization for a 2-year period, an applicant must present evidence during March of each even-numbered year.

A—True.

B—False.

Question 2: Under this rule, an applicant must show that completion of one activity listed in this rule occurred before March 31 of the first year of the 2-year inspection authorization period.

A—True.

B—False.

<p><u>Question 3:</u> Under this rule, the activity completed during the second year of the 2-year inspection authorization period must be different than the activity completed during the first year.</p>	<p><u>Question 4:</u> Under this rule, an inspection authorization holder who does not complete one of the activities described by March 31 of the first may not exercise inspection authorization privileges after March 31 of the first year.</p>
<p>A—True.</p> <p>B—False.</p>	<p>A—True.</p> <p>B—False.</p>

Name _____ Date _____
 Clearly Print the Name of the Person Taking the Test Date Test was Completed

Score _____ Hours _____
 Enter as x (number correct) of y (number of questions) Time Credited for Test

Approved by _____
 Signature of Supervisor or Person Administering Test

ARSA Regulatory Compliance Training—Answers

Correct answers are in **bold**

Part 1: General Comprehension

Level 1: For anyone working in aviation

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(a) To be eligible for renewal of an inspection authorization for a 2-year period an applicant must present evidence during the month of March of each odd-numbered year, at an FAA Flight Standards District Office or an International Field Office, that the applicant still meets the requirements of §65.91(c) (1) through (4). In addition, during the time the applicant held the inspection authorization, the applicant must show completion of one of the activities in §65.93(a) (1) through (5) below by March 31 of the first year of the 2-year inspection authorization period, and completion of one of the five activities during the second year of the 2-year period:

- (1) Performed at least one annual inspection for each 90 days that the applicant held the current authority; or
- (2) Performed at least two major repairs or major alterations for each 90 days that the applicant held the current authority; or
- (3) Performed or supervised and approved at least one progressive inspection in accordance with standards prescribed by the Administrator; or
- (4) Attended and successfully completed a refresher course, acceptable to the Administrator, of not less than 8 hours of instruction; or
- (5) Passed an oral test by an FAA inspector to determine that the applicant's knowledge of applicable regulations and standards is current.

(b) The holder of an inspection authorization that has been in effect:

- (1) for less than 90 days before the expiration date need not comply with paragraphs (a)(1) through (5) of this section.
- (2) for less than 90 days before March 31 of an even-numbered year need not comply with paragraphs (a)(1) through (5) of this section for the first year of the 2-year inspection authorization period.

(c) An inspection authorization holder who does not complete one of the activities set forth in §65.93(a) (1) through (5) of this section by March 31 of the first year of the 2-year inspection authorization period may not exercise inspection authorization privileges after March 31 of the first year. The inspection authorization holder may resume exercising inspection authorization privileges after passing an oral test from an FAA inspector to determine that the applicant's knowledge of the applicable regulations and standards is current. An inspection authorization holder who passes this oral test is deemed to have completed the requirements of §65.93(a) (1) through (5) by March 31 of the first year.

Question 1: Under this rule, to be eligible for renewal of an inspection authorization for a 2-year period, an applicant must present evidence during March of each even-numbered year.

A—True.

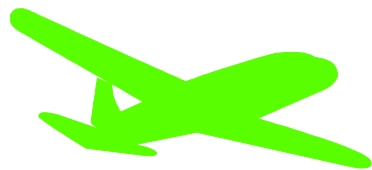
B—False. (Correct answer; to be eligible for renewal of an inspection authorization for a 2-year period an applicant must present evidence during the month of March of each odd-numbered year.)

Question 2: Under this rule, an applicant must show that completion of one activity listed in this rule occurred before March 31 of the first year of the 2-year inspection authorization period.

A—True (Correct answer; during the time the applicant held the inspection authorization, the applicant must show completion of one of the activities in §65.93(a) (1) through (5) below by March 31 of the first year of the 2-year inspection authorization period.)

B—False.

<p>Question 3: Under this rule, the activity completed during the second year of the 2-year inspection authorization period must be different than the activity completed during the first year.</p>	<p>Question 4: Under this rule, an inspection authorization holder who does not complete one of the activities described by March 31 of the first may not exercise inspection authorization privileges after March 31 of the first year.</p>
<p>A—True.</p> <p>B—False. (Correct answer; the applicant must show completion of one of the activities in §65.93(a) (1) through (5) below by March 31 of the first year of the 2-year inspection authorization period, and completion of one of the five activities during the second year of the 2-year period.)</p>	<p>A—True. (Correct answer; An inspection authorization holder who does not complete one of the activities set forth in §65.93(a) (1) through (5) of this section by March 31 of the first year of the 2-year inspection authorization period may not exercise inspection authorization privileges after March 31 of the first year.)</p> <p>B—False.</p>



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