

Sarah Says

Work for efficiency

By Sarah MacLeod, ARSA executive director

Money authorized to run the Federal Aviation Administration is in short supply. If industry wants to grow and prosper it must provide the agency with information essential for compliance in succinct, organized, and standard packages. The agency must learn to review, approve, accept, or delegate gracefully to provide adequate, not stifling oversight.

The industry must fully understand the regulatory requirements and guidance before requesting agency action so that the information needed to make a finding is readily available and easily found. The agency must review the information to determine compliance with the minimum standards set forth in the regulations, not to add “what if” and “I would like to see” demands.

A case in point is the backlog on repair station certificate applications for companies in the United States as well as outside its territories. Your Association has been working to reduce the burden on industry and the agency when processing repair station certificate packages.

The first order of business is to develop a repair station preparedness assessment tool for determining the agency resources needed to issue the repair station certificate. That assessment will objectively determine how close the repair station applicant is to having the housing, facilities, equipment, materials, data, and knowledgeable personnel necessary for issuance of an air agency certificate. The knowledge and experience of the individuals making the application, the location of the facility, and the extent and nature of the work that will be performed (or is being performed) will all be reviewed.

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The assessment can be used to determine the “risk” of the particular operation for continued oversight purposes; the elements necessary for assigning resources based upon a safety assessment will have been gathered.

There are multiple examples of industry providing the tools necessary for efficient and effective processing of requests, approvals and validations. Unfortunately, severe discipline is needed to use all the tools all the time. With limited governmental resources, a company’s destiny will depend on iron control over efficiencies.

Legal Briefs

FAA ICA policy, part I

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

As most readers are probably aware, the FAA recently took a position against use limitations placed on certain maintenance documents design approval holders (DAHs) are required to provide. Specifically, FAA Policy Statement PS-AIR-21.50-01, states that it “addresses actions taken by some Type Certificate (TC) and Supplemental Type Certificate (STC) DAHs...to inappropriately restrict the availability, distribution, and use of Instructions for Continued Airworthiness (ICA) through restrictive language in the ICA or through restrictive access or use agreements.” Since ICA is a topic near and dear to the heart of ARSA, we plan to explore the policy in detail in the next few *Legal Briefs*, and segue into a discussion of the association’s involvement a related issue before the U.S. Supreme Court.

To begin, we look to the question most frequently asked about the policy – what does it really mean? In its explanation of actions on comments received to the draft policy (as a side note, the FAA provided an [excellent summary matrix of dispositioned comments](#), similar to the format used by EASA), the FAA repeatedly states that “[the] policy statement is intended to make FAA personnel and the DAH aware of restrictive language in ICA or restrictive access or use agreements for ICA which do not meet the intent of 14 CFR 21.50(b).” Because it forms the basis for the policy, it is worth repeating the cited section of the rule, which requires:

The holder of a design approval, including either the type certificate or supplemental type certificate for an aircraft, aircraft engine, or propeller for which application was made after January 28, 1981, must furnish at least one set of complete Instructions for Continued Airworthiness to the owner of each type aircraft, aircraft engine, or propeller upon its delivery, or upon issuance of the first standard airworthiness certificate for the affected aircraft, whichever occurs



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Legal Briefs, continued

later. The Instructions must be prepared in accordance with §§23.1529, 25.1529, 25.1729, 27.1529, 29.1529, 31.82, 33.4, 35.4, or part 26 of this subchapter, or as specified in the applicable airworthiness criteria for special classes of aircraft defined in §21.17(b), as applicable. If the holder of a design approval chooses to designate parts as commercial, it must include in the Instructions for Continued Airworthiness a list of commercial parts submitted in accordance with the provisions of paragraph (c) of this section. Thereafter, the holder of a design approval must make those instructions available to any other person required by this chapter to comply with any of the terms of those instructions. In addition, changes to the Instructions for Continued Airworthiness shall be made available to any person required by this chapter to comply with any of those instructions (Emphasis added).

Without discussing the “definition” of what constitutes ICA, the policy is a noble step in the right direction by the FAA in identifying barriers to compliance with its rule. For instance, the FAA points out that a DAH cannot furnish ICA, then limit its use through restrictive language or agreements, because doing so is not within the spirit of the rule. Similarly, the FAA notes that a DAH’s claim to intellectual property rights cannot interfere with the requirement to make ICA available as required. It is clear that owners cannot be prevented from providing ICAs to the maintenance entity of their choice. Along those lines, four unacceptable practices, identified as legally enforceable by FAA legal counsel, are listed in the policy:

1. Requiring the owner/operator to only install DAH-produced or authorized replacement parts, articles, appliances, or materials.
2. Requiring that alterations or repairs must be provided or otherwise authorized by the DAH.
3. Requiring the use of only maintenance providers or other persons authorized by the DAH to implement the ICA.
4. Establishing, or attempting to establish, any restriction on the owner/operator to disclose or provide the ICA to persons authorized by the FAA to implement the ICA.

Although we applaud the policy as a step in the right direction, significant issues surrounding the availability of maintenance information remain. We will visit some of those remaining issues next month.

Regulatory Lookout

Important reminder on D&A testing regulations

The Department of Transportation (DOT) recently issued a reminder emphasizing the proper administrative and procedural requirements for employee drug and alcohol (D&A) testing under 49 CFR Part 40. While employers should be familiar with all D&A regulations, the following Custody and Control Form (CCF) requirements are particularly important:

- The CCF must include the medical review officer’s name, address, phone number, and fax number. Do not provide the Consortia/Third Party Administrator’s (C/TPA’s) information in lieu of the medical review officer’s information. See 40 CFR §§ [40.14](#), [40.45\(c\)\(2\)](#).
- The medical review officer’s street address, not a P.O. Box, must appear on the CCF because delivery services may not deliver to a P.O. Box. See [§ 40.45](#).
- Laboratory drug test results must go directly to the medical review officer. These results cannot go through a C/TPA. See [§ 40.355\(b\)](#), [Appendix F](#).

Additionally, the medical review officer must be in a meaningful staff supervisory role, which includes employees of a C/TPA. The medical review officer is not required to be on-site with all staff members at all times, but s/he must maintain meaningful, direct personal supervision over staff members' work. Proper supervisory duties for the medical review officer include involvement in personnel decisions, staff supervision, and oversight of the D&A testing program. Furthermore, the medical review officer's supervision and control over test result reviews cannot be superseded or delegated. See §§ [40.127](#), [40.353](#).

Remember, familiarity is never a substitute for knowing the exact regulatory requirements.

ASIAS slated for DOT review

The Department of Transportation (DOT) Office of Inspector General (OIG) has initiated an [audit](#) of the FAA's use of the [Aviation Safety Information Analysis and Sharing](#) (ASIAS) system. Congress mandated the review in the [2010 Airline Safety and FAA Extensions Act](#), one of the many short term extensions that occurred during the 2007-2012 FAA reauthorization battle.

The ASIAS system is a cooperative industry and FAA project to anonymously collect information for analysis and use in identifying potential safety hazards. The DOT OIG audit is aimed at assessing the FAA's progress in implementing ASIAS, the agency's plans for system access, and the use of ASIAS data in commercial air carrier safety oversight.



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NLRB posting requirement faces uncertain future

A federal court has blocked a National Labor Relations Board (NLRB) mandate that would require most employers to post workplace notices informing employees of their collective bargaining rights under the National Labor Relations Act (NLRA).

On April 17, the U.S. Court of Appeals for the District of Columbia Circuit granted an emergency injunction prohibiting the rule from going into effect on April 30, as was previously scheduled.

The injunction comes after a March 2 ruling from a lower court [holding](#) that the NLRB was within its rights to implement the law. Following the ruling, [the Coalition for a Democratic Workforce](#), of which ARSA is a member, joined with others in the business community seeking the injunction while the case is appealed.

The D.C. Circuit's decision means that the rule will no longer take effect on April 30. Oral arguments on the appeal are scheduled for September. Depending on the outcome, the earliest the rule could enter force would be in the fall.

South Carolina District Court rejects posting mandate

The injunction follows an April 14 ruling from another federal court, the U.S. District Court for South Carolina, which held that the NLRB does not possess the authority to mandate the posting. The South Carolina court's holding stated that Congress did not intend to grant the Board the authority to proactively regulate employers. The NLRB has indicated that it will appeal the South Carolina judgment.

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 at <http://www.arsa.org/FDYTC>.

A Member Asked

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

Q: When performing work for air carriers, does 14 CFR § 121.377 apply to repair station supervisors?

A: The rule should not be applied to supervisory personnel if they are not "performing" maintenance. I've copied the language below, verbatim, to explain my rationale.

§ 121.377 Maintenance and preventive maintenance personnel duty time limitations.

Within the United States, each certificate holder (or person performing maintenance or preventive maintenance functions for it) shall relieve each person performing maintenance or preventive maintenance from duty for a period of at least 24 consecutive hours during any seven consecutive days, or the equivalent thereof within any one calendar month. (*Emphasis added*)

The personnel requirements section of part 145 provides, in part, that:

§ 145.151 Personnel requirements.

Each certificated repair station must—

(b) Provide qualified personnel to plan, supervise, perform, and approve for return to service the maintenance, preventive maintenance, or alterations performed under the repair station certificate and operations specifications (*Emphasis added*)

Also, § 145.153(a) states that a repair station must have a sufficient number of supervisors to "direct the work performed" and to "oversee the work performed" by individuals unfamiliar with the tasks.

Since the supervisory function is fairly well delineated from performing work in the context of part 145, and § 121.377 only applies to persons performing maintenance or preventive maintenance, the duty time limitation should not apply to repair station supervisors.

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Quality Time

Putting industry knowledge to work at AMT schools

By Raymond Thompson <raymond.thompson@wmich.edu>. Western Michigan University, College of Aviation, 237 N. Helmer Rd., Battle Creek, MI 49037 © Copyright 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 fourth 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.

Training and educating the next generation of aviation maintenance technicians is the prime focus of aviation maintenance technician schools (AMTS). The AMTS' ultimate goal is to produce students that are ready to meet the demands of the workforce after graduation. Yet to do this, AMTS must first demonstrate value to the many stakeholders – students, prospective students, parents – while keeping a focus on the desires of the business community.

Local repair stations can play a critical role in helping AMTS meet the demand for workplace-ready graduates by serving on the schools' advisory board.

All accredited AMTS use some form of advisory board. When properly deployed, the boards provide essential information about industry needs and demands. By serving on an AMTS' advisory board you can give the school feedback about employee needs and alert instructors to developing industry trends that will be important to the education and professional development of students. Advisory boards play a key role in supplementing and enhancing the mandated educational requirements.

At their most effective, industry advisory boards include representatives from all areas of targeted employment. When a positive working relationship exists between the board and the AMTS, the board is an active participant in curriculum development, strategic planning, and student networking. The advisory role that the board's volunteers provide to an AMTS can help ensure that the school produces graduates equipped with the skills needed by local employers.

For example, an AMTS wants to elevate the level of specialized instruction and technical competence it offers students. An analysis of hiring trends and conversations with employers identifies advanced composites, electronics, and avionics as areas in need of workers. The AMTS, however, only has the resources to increase its technology in one of these areas, but wants to ensure that its investment yields the highest possible return. The AMTS should turn to the advisory board and seek input based on the board's view of workforce projections and industry demands.

This example demonstrates the key role that an advisory board plays in assuring that the local AMTS is in tune with the workforce. Advisory boards can help address many of the questions schools face when

developing curricula: Are there areas of specialization that need emphasis? Is there a particular standard or method the new area should employ for best effect? Properly structured advisory boards can provide answers.

Schools, by their nature and multiple constituencies, are often slower to make changes than industry. We have to consider the effects of change on students at varying stages of education, and it is common to have multiple versions of a program operating simultaneously. Since program changes can have major effects on each student's time to completion and costs, we want to get it right. Advisory boards are an essential tool for getting schools to plan change strategically and tactically.

Yet, it is not just the schools that benefit from an active advisory board. For many of the advisory board participants with whom I have worked, one of the most enjoyable activities is directly interacting with students. Talking about career paths, reviewing resumes, performing mock interviews, and mentoring are very rewarding activities that provide board members with a connection to the next generation of technicians. More schools are asking their board members to help recruit students by attending open houses and similar sessions where prospective students *and* their parents are learning about the aviation maintenance industry.

Serving on an AMTS advisory board is a way to shape the future of aviation maintenance training. Will it require time and effort? Yes, but the reward, professionally and personally, is shaping the next generation of aviation maintenance technicians.

Employment Law & Repair Stations

Editor's Note: Jonathan W. Yarbrough is enjoying the warm spring days and is unable to provide our readers with any material this month. Look for his series to resume with the May 31, 2012 issue. If members or readers have specific concerns about Employment Law, Mr. Yarbrough may be contacted via e-mail <gyarbrough@constangy.com> to answer questions.

ARSA Action

ARSA suggests changes to NTSB certificate review actions

ARSA [submitted comments](#) to a [notice of proposed rulemaking](#) (NPRM) from the National Transportation Safety Board (NTSB) regarding the rules of practice in air safety proceedings. ARSA's comments propose changes that would bring balance to FAA certificate actions by giving a repair station greater ability to defend itself in the face of agency actions, when appealed to the NTSB.

ARSA suggests that the board remove language from the existing rules requiring the NTSB law judge to assume the truth of the FAA's allegations in an "emergency" action against a certificate holder. Challenges to the agency's determination of an emergency are all but impossible due to the requirement. Since revocations have immediate effect, certificate holders deserve the ability to challenge the basis used to reach the conclusion that a matter is an emergency.

The Association also recommends changes to the FAA's allegations of a "lack of qualifications," when it comes to dismissing a stale complaint. In an FAA certificate action, an accused party can have allegations dismissed if the agency fails to take any action against the accused for more than six months, unless a lack of qualifications is alleged. As a result, the FAA can avoid a dismissal for staleness by simply including an allegation of lack of qualifications. To correct this issue, ARSA suggests that the NTSB simply eliminate a lack of qualification from precluding a dismissal for staleness.

If adopted, ARSA's comments would bring justice to the NTSB adjudication process and provide a check on government bureaucracy.

ARSA requests FAA assistance to address MAG part tagging requirements

On April 3, ARSA joined [with several of its industry allies in a letter to the FAA](#) requesting the agency's assistance in resolving specific "tagging," requirements in the Maintenance Annex Guidance (MAG).

The MAG contains the detailed guidance that must be developed by the Joint Maintenance Coordination Board (JMCB) of U.S. and EU regulators in implementing the bilateral aviation safety agreement between the U.S. and the European Union that entered into force last spring.

At issue is the MAG requirement for an 8130-3 tag, issued by the production certificate holder, on all new parts used by a U.S. based repair station exercising its European Aviation Safety Administration (EASA) privileges. Specifically, the demand conflicts with FAA regulations in several ways. Indeed, the FAA has rejected requiring production approval holders (PAHs) from issuing Form 8130-3 in its own regulations. The letter also notes that EASA regulations allow more flexibility and, therefore, without a change to the MAG provision, U.S. businesses face an unnecessary burden from this significant administrative requirement in the MAG, with no safety benefit.

To resolve this issue, ARSA and its partners suggest changing the MAG language to require U.S. PAHs to use a PAH certificate of conformance stating the production approval under which the component was manufactured. Such a change would ensure consistency with existing FAA rules and improve the international competitiveness of the U.S. aerospace industry in light of the flexibility available to European manufacturers.

As this revision will help the U.S. realize President Obama's National Export Initiative goal of doubling U.S. exports, the associations suggest that the JMCB adopt the change at its next meeting and incorporate the requested revision into the MAG as soon as possible.

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Good safety is good business ARSA tells congressional panel

On April 25, Aeronautical Repair Station Association Senior Vice President Gary Fortner, vice president of Quality Control & Engineering at Fortner Engineering in Glendale, Calif., testified before the House Transportation & Infrastructure Committee's Aviation Subcommittee about the excellent work repair stations across the country and around the world are doing to ensure aviation safety.

"For repair stations, good safety is good business," Fortner stated. "Aviation safety does not begin and end with the Federal Aviation Administration or any other regulatory body. It is the primary responsibility of every aviation maintenance employee performing work on behalf of an owner or operator, a certificated repair station, air carrier, or other aviation business.

"The basic nature of the aviation industry demands that safety and security be the top priorities for ARSA members. Operators and airlines will not do business with companies that put their passengers and valuable business assets at risk."

Fortner described how specialized repair stations have made airlines more efficient and are contributing to the safest period in commercial aviation history. Fortner also discussed the integral role foreign repair stations play in the international aviation system and that any effort to limit the ability of U.S. air carriers to use foreign repair stations will detrimentally impact aviation maintenance companies in this country.

"Though ARSA members vary greatly in the size, scope of work, and location, FAA certificated repair stations share an unwavering commitment to flight safety. Safety is the industry's top priority whether based in the United States or overseas. Safety depends not on legislation or regulation, but on the culture of safety within individual companies and an effective partnership between government and industry," said Fortner.

In addition to speaking to the industry's commitment to aviation safety and its positive contributions to the American economy, Fortner stressed that Congress must refrain from micromanaging the aviation maintenance industry and the need for consistent application of aviation safety regulations. Too often, inconsistent application of rules overburdens businesses and inhibits growth with no benefit to flight safety.

To view Fortner's written testimony [click here](#).

To view a recording of Fortner's oral testimony and for more information, visit the [House Transportation & Infrastructure Committee's website](#)

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!

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Positive Publicity Corner

Why the PPC?

By Jason Langford, ARSA director of communications

Repair stations remain a favorite target of those disparaging the aviation system. Critics attack the use of foreign repair stations and raise ungrounded concerns about security in a self-interested effort to persuade the public that there is an issue with the use of contract maintenance.

Even though this message neglects basic facts and ignores the regulatory requirements established by civil aviation authorities, it finds a receptive audience in the media. This is because the public knows that aviation is the safest system of travel, so any news that counters this message is considered shocking and can rile up public concern.

Unfortunately, these 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. All of us connected to the maintenance industry understand that the existing regulatory regime, working in concert with the business interests of repair stations and the industry's desire to ensure the safety of those in the sky, has created a global aviation system with an unparalleled safety record. At the end of the day the simple, undeniable fact remains: independent repair stations are making air travel safer.

As the maintenance industry's chief advocate, ARSA launched the PPC to counter the tide of negative media coverage and spread the word about the essential role that repair stations play in ensuring civil aviation safety. Despite the campaign's limited resources, it has achieved remarkable success and has oriented the conversation about contract MRO work to focus on the issues of jobs and economic benefits, rather than on false safety concerns.

Yet, challenges remain. Earlier this month, ARSA Vice President Gary Fortner appeared before Congress ([see related story](#)) and faced the same concerns from lawmakers about foreign repairs and regulatory oversight repeatedly used by big labor interests to drum up fear toward the industry. While the PPC will continue to share the truth with lawmakers, the campaign needs your help.

The PPC operates on a very limited budget supported by the [voluntary contributions](#) of several dedicated ARSA members. These [leading companies](#) understand the importance of proactively engaging the media and decision makers to deliver the facts about the industry. With additional support the PPC will be able to broaden its reach and achieve even more. As the campaign directly benefits the entire industry, please pledge your company's support today.

Be sure to check back next month when this column will highlight some of the key successes the campaign has achieved thus far. If you have any questions about the PPC or would like to [pledge your support for the PPC](#) contact ARSA Director of Communications [Jason Langford](#) at 703 739 9543.

Positive Publicity

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.

[Eastman Aviation plans move to Jacksonville or Lake City](#) (*Jacksonville Business Journal*)

[Collaboration in Ohio aerospace industry leads towards global leadership](#) (*hi velocity*)

[AAR will work with colleges to formulate curricula](#) (*Northland's Newscenter*)

[Aviation authority breaks ground for new hangar at Cecil Airport](#) (*The Florida Times-Union*)

[Aircraft company brings more than 200 jobs to Duluth](#) (*MPRnews*)

[Blytheville's Aviation Repair Technologies hopes to land new business, rehire laid-off workers](#) (*The Republic*)

[Aviation mechanics becomes a high-flying field](#) (*The State Journal-Register*)

[Bell Helicopter could increase workforce](#) (*Dothan Eagle*)

ARSA on the Hill

By Daniel Fisher, ARSA vice president of legislative affairs

In April, ARSA coordinated the testimony of ARSA's Senior Vice President Gary Fortner of [Fortner Engineering & Manufacturing, Inc](#), before the House Transportation & Infrastructure Committee Aviation Subcommittee. Fortner testified on April 25 about the exceptional safety record of repair stations around the world and the need for Congress and the administration to refrain from micromanaging the aviation maintenance industry.

The legislative team met with congressional offices about TSA's failure to finalize repair station security regulations, including discussing possible congressional action on the matter with senior staff from the House Homeland Security Committee Transportation Security Subcommittee.

ARSA's legislative team continues to strengthen the Association's political program. Aviation maintenance leaders are encouraged to learn more about the Association's [Political Action Committee \(PAC\)](#).

The Government Affairs Committee was encouraged to engage political candidates for state, local, and federal offices ([see related story](#)).

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Bills on the Hill

Thune introduces bill to permanently repeal estate tax

Sen. John Thune (R-S.D.) recently introduced legislation ([S. 2242](#)) to permanently repeal the federal estate tax to protect American family businesses. The Death Tax Repeal Permanency Act, which has 35 co-sponsors, mirrors the bipartisan House bill ([H.R. 1259](#)) that has 205 co-sponsors.

In addition to permanently repealing the estate tax, both the Senate and House bills include provisions to:

- Repeal the generation skipping transfer taxes;
- Permanently set the gift tax exemption at \$5 million; and,
- Protect families from high capital gains taxes on inherited estates.

In 2012, the tax is at a 35 percent rate with a \$5 million exemption. However, without action, the estate tax will jump to pre-2001 levels (55 percent rate and \$1 million exemption) in 2013. Congress should resolve the uncertainty surrounding the estate tax (preferably through permanent repeal) so that family businesses do not continue to incur massive estate planning and insurance costs as the tax fluctuates from year to year.

Depreciation bonus extension introduced in Senate

Sen. Debbie Stabenow (D-Mich.) introduced a bipartisan bill that would reinstate the 100 percent depreciation bonus through 2012 ([S. 2240](#)).

S. 2240 is a companion measure to legislation introduced in the House by Rep. Patrick Tiberi (R-Ohio) ([H.R. 4196](#)). Tiberi's bill has seen a steady swell of bipartisan support and now enjoys 34 co-sponsors.

In addition to the extended opportunity for businesses to take advantage of the 100 percent depreciation bonus, the legislation offers other benefits including:

- Removing restrictions to allow more corporate Alternative Minimum Tax credits for capital reinvestment that would otherwise qualify for the depreciation bonus; and,
- Allowing companies that use the "percentage of completion" accounting method to take advantage of the depreciation bonus.

While there is a growing base of bipartisan support on Capitol Hill for reinstating 100 percent bonus depreciation, it is critical that you add your voice to those supporting this important investment incentive. Visit ARSAAction.org to urge your lawmakers to co-sponsor this legislation.

Share ARSA PAC's message

Shortly after testifying before the House Aviation Subcommittee, ARSA Vice President Gary Fortner told ARSA PAC supporters, "as the association grows and increases its presence in Washington to protect our industry, it's our duty to take a greater role in providing ARSA's government affairs team with the proper tools for battle."

That "role" can take many forms, whether using ARSAAction.org grassroots tools to send letters to your representatives or meeting with political candidates to explain the maintenance industry.

ARSA PAC's request this month is simple: get your company's executives and senior management to provide ARSA PAC with solicitation consent. Federal law requires that ARSA have explicit permission before communicating information about its political program. Only executive and management employees at ARSA member companies may provide such consent.

Solicitation consent allows ARSA PAC to communicate freely about our political activity with ARSA members, like you, who understand that what happens on Capitol Hill impacts business.

[Direct the leaders of your company to this solicitation consent form](#) and join 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.

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Marshal S. Filler, ARSA

Gary Fortner, Fortner Engineering

Lynn Fortner, Fortner Engineering

Sarah MacLeod, ARSA

Christian A. Klein, ARSA

Bill Rathmanner, Aero Design Services

***145 Club* (\$145)**

Jose Eduartez, A.I.R.S.

Randall Herman, Mid-America Aviation

Gary Jordan, Jordan Propeller Services

Barry Muhler, Aviation Repair Resources

Jennifer Weinbrecht, Component Repair Technologies

— ADVERTISEMENT —



ATA e-BUSINESS PROGRAM

The ATA e-Business Program is pleased to announce the latest revision of Spec 42: *Aviation Industry Standards for Digital Information Security* (Revision 2012.1).

Spec 42 provides a comprehensive guideline for protection of digital information based on established standards such as Public Key Infrastructure and Digital Signature. A key component of Spec 42 is the ATA DSWG Reference Certificate Policy, which provides a standard baseline for the issuance and maintenance of Digital Certificates in the Civil Aviation industry.

Revision 2012.1 includes new guidance on the use of Digital Signatures, as well as introducing a new Time-Stamp Authority Policy. Time-Stamps provide an additional crucial level of security by helping to ensure the validity of a Digital Signature at a given point in time. The Spec 42 Time-Stamp Authority Policy provides necessary standardization for the issuance of Time-Stamps.

[Purchase a copy of Spec 42>>](#)

Members of the ATA e-Business Program can download a complimentary copy from the [member download page](#).

Get political!

The November elections are quickly approaching and campaign season is in full swing. Now is the perfect opportunity to engage candidates for office at the federal, state, and local level. New candidates are looking to familiarize themselves to voters and incumbents want to reconnect with constituents. There has never been a better time to introduce your company and the aviation maintenance industry to aspiring officeholders.

No race is too small. All levels of government impact your cost of doing business. Besides, the next member of your town's board of supervisors could be your state's future U.S. Senator. Here are a few ways you can get involved:

1. **Invite candidates to visit your facility.** [Facility visits](#) are the best way to introduce candidates to your company, your employees, and your industry. ARSA is here to facilitate these visits. Please contact us if you would like us to help you identify candidates. If you have a lawmaker or candidate visiting your facility, please let ARSA know ahead of time so we can provide you with an update on hot legislative issues and feature your company in ***the hotline***.
2. **Attend a fundraiser.** Many political fundraisers are low dollar events. For a modest contribution, you have the opportunity to spend quality time with a candidate to introduce yourself and your company.
3. **Volunteer to help a campaign.** Campaigns are always looking for volunteers. Even donating a couple of hours of your time a week to help a candidate goes a long way. Officeholders never forget those who gave their time to help them reach their goals.
4. **Vote.** Be sure to vote in local, state, and federal elections, including primaries. You can't complain about the process unless you participate.

ARSA is standing by to assist you engage policymakers at all levels of government. Email ARSA's Vice President of Legislative Affairs [Daniel Fisher](#) to get involved.

Have you seen these candidates?

Throughout the election season, ***the hotline*** will introduce readers to the candidates running in some of the most critical Senate campaigns; this month we focus on Nevada. Republican Sen. Dean Heller is seeking a full term in the U.S. Senate. He will likely face Democratic Rep. Shelley Berkley.

Sen. Dean Heller (R-Nev.)



Sen. Dean Heller, the incumbent, is a Republican running for Senate in Nevada. In 2011, Heller was appointed to fill the vacancy created by the resignation of Sen. John Ensign (R).

Heller is a member of the Commerce, Science & Transportation Committee (including the Aviation Operations, Safety & Security Subcommittee), the Energy & Natural Resources Committee, and the Special Committee on Aging.

A graduate of the University of Southern California, Heller was a commercial banker, chief deputy state treasurer, stockbroker, and member of the U.S. House of Representatives before his appointment to the Senate. Heller lives with his wife, Lynne, in Carson City. They have four children.

Dean Heller's campaign headquarters:

Heller for Senate
PO Box 371907
Las Vegas, NV 89137-1907
702 228 2012
<http://deanheller.com/>
 @DeanHeller

Rep. Shelley Berkley (D-Nev.)



Rep. Shelley Berkley is a Democrat running for Senate in Nevada. She currently represents Nevada's 1st Congressional District.

Berkley is a member of the Ways & Means Committee, serving on the Subcommittee on Social Security and the Subcommittee on Select Revenue Measures.

A graduate of the University of Nevada, Las Vegas and the University of San Diego School of Law, Berkley was an attorney and a casino executive before her election to the House. Berkley lives with her husband, Larry, in Las Vegas. They have four children.

Shelley Berkley's campaign headquarters:

Shelley Berkley for Senate
7437 S. Eastern Avenue, #427
Las Vegas, NV 89123-1538
702 483 9014
<http://www.shelleyberkley.com/>
 @Berkley4Senate

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

International News

U.S., Brazil focus on aviation partnership

On April 9, the United States and Brazil inked the U.S.-Brazil Aviation Partnership, a unique public-private partnership to kick off a new era in bilateral aviation cooperation between the two nations. The collaboration will support Brazil's growing aviation infrastructure, while connecting American companies to the burgeoning Brazilian aviation market.

The cooperation pairs both public and private interests to improve efficiencies in areas such as airport expansion, airspace management, safety, and security. Several ARSA members have already pledged to participate, include Boeing, General Electric, United Airlines, and American Airlines.

As the partnership's inaugural activity, the U.S. Trade and Development Agency (USTDA) will host a delegation of Brazilian aviation officials in June to learn about American technologies, best practices, and regulatory approaches for airport modernization. In October, USTDA will host a Latin American Aviation Summit to introduce aviation company representatives from the United States to various Latin American aviation officials.

Get the *ARSA Dispatch* for weekly news briefings—[Click here to subscribe!](#)

Africa launches organization to improve aviation training

On April 2, the International Civil Aviation Organization (ICAO) launched the Association African Aviation Training Organization (AATO) to synchronize and improve aviation safety standards across the continent.

AATO seeks to improve cooperation between African aviation authorities, and harmonize training standards between the various training organizations. The association will create a regional training policy, establish an African Aviation Training Accreditation Board, and designate centers of excellence in training. Additionally, AATO intends to promote the interests of aviation training organizations in Africa. The association's founding is part of ICAO's broader plan for African aviation safety (AFI plan) to address regional safety concerns.

In addition to improving African aviation safety, AATO hopes to draw industry to the region. The association will hold its first [conference](#) and planning meeting in late July 2012.

International Roundup

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

[Eurocopter Japan opens new Kobe facility](#) (*AIN Online*)

[TAV joint venture wins \\$800m Saudi deal](#) (*Trade Arabia*)

[ANAC Oks Mx expansion](#) (*AIN Online*)

[Aviation adds 6.3% to GDP](#) (*Khaleej Times*)

[Aviation sector powers economy to new heights](#) (*Gulf News*)

[Harper government celebrates opening of new composites innovation center in Winnipeg](#) (*Aviation Pros*)

[FL Technics to open commercial aircraft MRO stations in Poland, Russia, Bangladesh, and Malta](#) (*Avionics Intelligence*)

[Airbus expands MRO network](#) (*ATW*)

[Windsor Airport in the spotlight](#) (*The Windsor Star*)

[Hawker Pacific strengthens services foothold in China](#) (*Aviation Week*)

[Indian aviation MRO sector set to soar on slashed duties plan](#) (*People's Daily*)

Member Spotlight

Georgetown Instrument Services, Taylor, TX

Georgetown Instrument Services (GIS) is a small repair station dedicated to exceeding client expectations each and every day. To achieve that laudable goal, the company maintains the most modern equipment and facilities for technologically comprehensive and efficient operations. GIS' customer-focused mission allows it to deliver excellent turnaround times and flexibility, while forming trust through integrity in its relationships.

GIS' experienced and highly trained technicians are the key to its reliability and service. The dedicated men and women at GIS work together as a team to create a family atmosphere dedicated to efficient operations. Critical investments in state of the art technology and equipment support its workforce and allow the company to function at maximum efficiency.

GIS is committed to providing customers complete service, including exchange of a wide listing of overhaul components. It keeps a complete history of activities and stays competitive on pricing and availability. For clients looking to quickly return an aircraft to service, GIS' wide ranging resources make the company a key go to for hard to find components.

For more information visit <http://www.georgetowninstruments.com/index.html>.

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

What's In It for You

This month: The Staples Advantage

By Jennifer Goodwin, ARSA membership & senior administrative coordinator

One of the most commonly asked questions from new members is "what do I get with my membership?" So, we decided to create a column to highlight the current, new, and upcoming benefits you receive as an ARSA member.

Did you know your ARSA membership can earn you a significant savings on office supplies?

As an ARSA Member, you have access to one the largest office supplies buying groups in the country: Staples Advantage.

Combined purchasing power gives Staples Advantage a competitive edge in pricing, making it an easy and comprehensive solution to all your office supplies needs. Unbeatable prices, excellent customer service and free next-day delivery are only a few of the benefits you will receive when you join Staples Advantage as an ARSA member.

To start saving right away, contact ARSA's Staples Advantage representative Joe Breslin. He may be reached via email at joseph.breslin@staples.com or at 800 950 1257 x 3861.

Welcome New Members

[Aerospace Vendor Solutions, Inc.](#), San Antonio, TX

[AgustaWestland Philadelphia Corp.](#), Philadelphia, PA

[Aircraft Electrical Components, Inc.](#), Redding, CA

[Innovative Turbine Aircraft Solutions](#), New Orleans, LA

[Star Aviation, Inc.](#), Crestwood, KY

[Steiner Aviation International Inc.](#), North Canton, OH

	AAIRRG	Insurance for Repair Stations
AVIATION ALLIANCE INSURANCE RISK RETENTION GROUP, INC.		<i>click here for information</i>

ARSA Regulatory Compliance Training Questions

Part 1: General Comprehension

Level 1: For anyone working in aviation

§ 65.85 Airframe rating; additional privileges.

- (a) Except as provided in paragraph (b) of this section, a certificated mechanic with an airframe rating may approve and return to service an airframe, or any related part or appliance, after he has performed, supervised, or inspected its maintenance or alteration (excluding major repairs and major alterations). In addition, he may perform the 100-hour inspection required by part 91 of this chapter on an airframe, or any related part or appliance, and approve and return it to service.
- (b) A certificated mechanic with an airframe rating can approve and return to service an airframe, or any related part or appliance, of an aircraft with a special airworthiness certificate in the light-sport category after performing and inspecting a major repair or major alteration for products that are not produced under an FAA approval provided the work was performed in accordance with instructions developed by the manufacturer or a person acceptable to the FAA.

<p><u>Question 1:</u> Under this rule, a certificated mechanic with an airframe rating can perform a 100-hour inspection on an airframe and approve it for return to service.</p>	<p><u>Question 2:</u> Under this rule, a certificated mechanic with an airframe rating can approve for return to service major repairs on an airframe.</p>
<p>A—True B—False</p>	<p>A—True B—False</p>

<p><u>Question 3:</u> Under this rule, a certificated mechanic with an airframe rating can approve for return to service an airframe with a special airworthiness certificate in the light-sport category after inspecting a major alteration.</p>	<p><u>Question 4:</u> Under this rule, a certificated mechanic with an airframe rating may approve for return to service an airframe after he has supervised its maintenance.</p>
<p>A—True B—False</p>	<p>A—True B—False</p>

Name _____
Clearly Print the Name of the Person Taking the Test

Date _____
Date Test was Completed

Score _____
Enter as x (number correct) of y (number of questions)

Hours _____
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

§ 65.85 Airframe rating; additional privileges.

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<p>Question 1: Under this rule, a certificated mechanic with an airframe rating can perform a 100-hour inspection on an airframe and approve that work for return it to service.</p>	<p>Question 2: Under this rule, a certificated mechanic with an airframe rating can approve a major repair on an airframe for return to service.</p>
<p>A—True (Correct answer; a certificated mechanic with an airframe rating can perform the airframe 100-hour inspection required by 14 CFR part 91 and approve that work for return to service.)</p> <p>B—False</p>	<p>A—True</p> <p>B—False (Correct answer; a certificated mechanic with an airframe rating may not approve major repairs for return to service.)</p>

<p>Question 3: Under this rule, a certificated mechanic with an airframe rating can approve for return to service an airframe with a special airworthiness certificate in the light-sport category after inspecting a major alteration.</p>	<p>Question 4: Under this rule, a certificated mechanic with an airframe rating may approve for return to service an airframe after he has supervised its maintenance.</p>
<p>A—True (Correct answer; a certificated mechanic with an airframe rating can approve for return to service an aircraft with a special airworthiness certificate in the light-sport category, that was not produced under an FAA approval, after performing and inspecting a major alteration if the work was performed in accordance with instructions developed by the manufacturer or a person acceptable to the FAA.)</p> <p>B—False</p>	<p>A—True (Correct answer; a certificated mechanic with an airframe rating can approve for return to service an airframe after he has performed, supervised, or inspected its maintenance or alteration, if such repair or alteration is not classified as major.)</p> <p>B—False</p>