



Aeronautical Repair Station Association

since 1984

the hotline

September 2013

Latest News

Sarah Says: Double Trouble

By Sarah MacLeod, ARSA Executive Director

Do you know whether you are a hazardous material (hazmat) employer? If you guess at the answer and are wrong the government has multiple methods of making you understand your responsibilities.

The main regulations regarding handling and transporting hazmat are contained in Title 49 Code of Federal Regulations (CFR) parts 171 through 180 with additional rules in Title 14 CFR. The reason air carriers and repair stations are doubly blessed is simple: the 1996 ValuJet accident. Remember how the unfortunate series of mistakes and mishandling of “company hazardous material” resulted in the destruction of lives, brought a Secretary of Transportation to an accident site, and made Mary A. Schiavo a household name?

That watershed event created duplicative requirements for handling and transporting hazardous materials in aviation. Indeed, Title 49 CFR was and still is the main focus for understanding whether or not a material is hazardous, whether a company is a hazmat employer and the responsibility for identifying and training (and retraining) hazmat employees. Additional rules in Title 14 CFR require air carriers to implement their own FAA-approved hazmat programs, train their employees accordingly, and tell repair stations whether or not the airline carries hazmat. Some repair stations may even have to educate their team in the air carrier’s hazmat program if they perform certain hazmat functions on behalf of the airline. Repair stations also have to notify their employees and contractors of the air carrier’s status. Those rules “remind” both the air carrier and the repair station of responsibilities for handling and transporting hazmat.

The bottom line is without understanding the definitions of hazmat, hazmat employer, and hazmat employee, a repair station can find itself in trouble with the Department of Transportation’s Pipeline and Hazardous Materials Safety Administration and the Federal Aviation Administration. The facts in enforcement cases are pretty easy to establish—a hazardous material is identified and it was either handled or transported improperly. Since the rules require specific paperwork, the noncompliance is established and the fines are steep for each incident if those documents do not exist. Once the handling and transport violations are established under Title 49, the investigators will determine whether there were additional violations under Title 14.

It behooves every repair station to verify its status under the hazmat regulations—it will save the company from double trouble.



ARSA to SBA: FAA Ignored Small Business Protections

On Sept. 26, ARSA [urged](#) Small Business Administration (SBA) Chief Counsel for Advocacy Winslow Sargeant to request the immediate withdrawal of a Federal Aviation Administration (FAA) proposed Airworthiness Directive (AD) regarding the replacement of certain cylinder assemblies.

Specifically, ARSA asked Sargeant to address the FAA's disregard of congressional mandates in the Regulatory Flexibility Act (RFA), which require federal agencies to assess the small business impact of proposed rules and provide a factual statement (based on proper analysis) if it determines there will not be a significant effect.

Regarding this particular rulemaking, the agency underestimated the compliance costs by failing to determine the actual number of engines impacted, labor rates, and price for replacement items. The rudimentary economic data provided by the agency is inadequate, inaccurate, and unsubstantiated. There is also no doubt the FAA's proposal exclusively impacts small businesses; in fact, merely having the NPRM in the public realm is impairing such entities.

Agencies shouldn't be permitted to blatantly run afoul of the law without repercussion. If the FAA continues to get away with inaccurately assessing the small business impact of proposed rules, the entire industry will feel the consequences. ARSA contends the FAA should withdraw the proposed rule until it can include the correct economic material required by the RFA.

To view the comparison between the industry's and the FAA's regulatory evaluation of the proposed rule, visit <http://arsa.org/wp-content/uploads/2013/10/UpdatedRegulatoryEvaluation-20130926.pdf>.

The comment period was recently [extended](#) to Dec. 11. To submit a comment to the *Federal Register* visit <http://www.regulations.gov/#!submitComment;D=FAA-2012-0002-0027>.

Urge your lawmakers to hold the FAA accountable for not following congressional mandates to protect small businesses at ARSAaction.org.

Watch for unfolding updates on ARSA.org and in the weekly *ARSA Dispatch*.



The hotline is the monthly publication of the aeronautical Repair Station Association (ARSA), the not-for-profit international trade association for certificated repair stations. For a membership application, please call 703.739.9543 or visit www.arsa.org.

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New Drug Program Management Service Benefit

ARSA, in partnership with NATA Compliance Services (NATACS), is pleased to announce a new drug program management service that provides accurate, fast and reliable solutions for a safe and compliant drug-free workplace. NATACS is a “one stop” solution that provides policy templates, plan setup, regulatory assistance, and program administration; benefits include:

- Laboratory and collection site setup and coordination
- Medical review officer services
- Random drug and alcohol list generation
- Substance abuse referral
- Audit preparation
- Rules and regulations update notifications
- Federal Aviation Administration Drug Abatement Division liaisons
- Testing requirements coordination (pre-employment, reasonable suspicion, post-accident, return-to-duty, and follow up)
- Training materials
- Online document management

“In ARSA’s most recent member survey, 33% of respondents expressed an interest in a drug and alcohol program service,” stated Eric R. Byer, ARSA vice president of communications, policy & planning. “This exciting new partnership with NATACS delivers a program supported by a respected, established and cost-effective provider with more than a decade of experience.”

For more information, visit <https://www.natacs.aero/ARSA> or call 800.493.9707. To view the Drug & Alcohol program webinar, detailing how the program works, [click here](#).

To review ARSA’s Drug & Alcohol Resource Page, [please click here](#).

Canada, US Government Seek Input on Regulatory Cooperation

On Aug. 29, the United States and Canada released a notice inviting public comment on the [Regulatory Cooperation Council’s](#) (RCC) progress and how best to harmonize regulatory policy between the two countries. The RCC’s mandate is to promote economic growth, job creation, and benefits to consumers and businesses in North America through increased regulatory transparency and coordination.

Both governments request comments on issues that should be considered for future collaboration, including proposals to align regulatory systems, streamline bilateral cooperation, and improve stakeholder engagement. Areas of potential feedback include:

- The appropriate role for stakeholders and how best to engage with Canadian and U.S. regulators on opportunities for cooperation and [Joint Action Plan](#) implementation.
- How to augment standards cooperation in North America—both public and private sector—to support and build on the RCC’s work.
- How to institutionalize regulatory harmonization.
- Moving forward on the next phase of Canada-U.S. regulatory collaboration through mechanisms like agency-to-agency cooperative arrangements.
- Measurable benefits for industry, government, and consumers that can be quantified and shared, and which occurred as a direct result of a current RCC initiative.
- Particular sectors or issues for which the RCC should consider further regulatory alignment, including emerging technologies that are not yet regulated.

The notice is available through the U.S. [Federal Register](#) and the [Canada Gazette](#). Comments are due Oct. 11.

Free Recorded Webinars Available on New D&A Program, Obamacare Planning

In September, ARSA held two free webinars to better prepare its members to maneuver in a sea of regulations.

On Sept. 18, ARSA, in partnership with NATA Compliance Services (NATACS), presented the association's new member benefit drug program management service. The system is designed to provide accurate, fast, and reliable results for a safe and compliant drug-free workplace. NATACS is a "one stop" solution providing policy templates, plan setup, regulatory assistance, and program administration.

On Sept. 25, ARSA hosted a presentation from Alper Services on the latest changes regarding the Affordable Care Act (Obamacare) to help make strategic decisions about health insurance offerings. The webinar included considerations of whether to offer benefits ("pay or play"), how to structure the benefits and contributions to meet financial needs, and what areas must be addressed to maintain compliance with the auditable requirements outlined by the Internal Revenue Service and the Department of Labor.

To watch these and other free recorded webinars, visit: <http://arsa.org/training-2/arsa-online-training-recorded-sessions/>



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MacLeod Addresses InfoShare on Proper Reporting

On Sept. 18, ARSA Executive Director Sarah MacLeod spoke at the Aviation Safety InfoShare conference in Atlanta. The three-day event is a confidential, biannual meeting sponsored by the Federal Aviation Administration in which government and business representatives share aviation industry concerns and discuss current safety issues and mitigations.

MacLeod spoke about voluntary and mandatory reporting, highlighting the key requirements for each and outlining the characteristics of ideal service reports. She also explained how repair stations, operators, and design & production approval holders must submit such forms. Finally, she provided instructions on how to create a usable report and navigate the reporting system effectively.

To see a calendar of upcoming industry events, be sure to visit ARSA.org.

Fruits of Our Labor

Similar to farming, the legislative process can be arduous. You plant the seeds, nurture the soil, water the land, and see a final product take shape.

Over the summer, ARSA worked behind the scenes with the aviation maintenance industry's strongest Capitol Hill allies on the association's "lift the ban" campaign, planting the seed for legislative action on the issue in the months ahead. Meanwhile, ARSA members from around the country hosted their representatives and engaged lawmakers, helping to move the process along. As the crop grows, we need to continue to water it so it can flourish, bloom and produce fruit.

ARSA needs the aviation maintenance community's continued pressure on lawmakers to ensure lift the ban legislation reaches full bloom. To keep the process moving forward, lawmakers need a combination of education from the association's legislative team and hearing from constituents who provide the votes that send them to Washington.

What can you do to help advance the industry's policy initiatives? If you have a moment, use ARSAaction.org to send a pre-written note to your lawmakers urging them to "lift the ban" on FAA foreign repair station certifications.

It is ARSA's mission to support its members any way it can. Contact [Daniel Fisher](#), ARSA vice president of legislative affairs, to learn more about the association's efforts and what you can do to help the seed fully bloom!



FAA Again Ignored Small Business Concerns

By Daniel B. Fisher, ARSA Vice President of Legislative Affairs

Mark Twain used to say, "History doesn't repeat itself, but it does rhyme." In other words, things may not happen exactly as before, but similar occurrences from the past reappear in the present.

On Aug. 12, the Federal Aviation Administration (FAA) proved Twain right when it issued a [notice of proposed rulemaking](#) (NPRM) for an airworthiness directive (AD) on the replacement of certain cylinder assemblies.

If finalized in its current form, the AD will have far-reaching implications on those directly impacted, which are primarily small businesses. Of concern to the broader aviation industry is the FAA's failure to follow the most basic requirements for promulgating a regulation and the gross underestimation of the AD's repercussions for

small businesses. The agency disregarded congressional laws (including the [Regulatory Flexibility Act \(RFA\)](#) and the Small Business & Regulatory Enforcement Fairness Act), internal guidelines, and executive orders. It issued an NPRM without placing the proper economic analyses in the docket to substantiate its claims that small entities won't be detrimentally affected by the rule.

Does this sound familiar? You may recall the lengthy battle between ARSA and the FAA over the agency's 2006 anti-drug and alcohol rule change. In a [2007 decision](#), the United States Court of Appeals for the District of Columbia Circuit ordered the FAA to perform an economic analysis of its rule, as required by the RFA. The FAA ignored the court's mandate for over three years.

In February 2011, ARSA filed a [petition](#) to compel the FAA's compliance with the court's directive. Siding with ARSA, the court issued an [order](#) on March 1, 2011, directing the agency to respond to the petition. In its reply, the FAA apologized for the delay and rationalized its inaction by pointing to the existence of the supplemental notice. Although the FAA dismissed ARSA's [comments](#) to the "[supplemental](#)" [RFA analysis](#), the association strongly believes the rule does have a substantial economic impact on small businesses.

ARSA has made it a priority to ensure federal agencies follow mandates to properly assess the economic implication of regulatory actions. Agencies shouldn't be permitted to blatantly run afoul of the law without repercussion. Consequently, ARSA delivered [a letter to the Small Business Administration's Office of Advocacy](#) urging it to hold the FAA accountable for ignoring the RFA. The Advocacy Office works within the federal government, educating regulators about their obligation to consider how small entities will be affected by regulatory proposals. Clearly, more education is needed and the association will continue to do everything in its power to ensure small business protections aren't ignored by federal agencies.

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Legal Briefs

Hazardous Materials (Hazmat) Rules for Repair Stations

Handling and carriage of hazardous materials (hazmat) are closely regulated activities. Title 49 of the Code of Federal Regulations (CFR) lays out the general rules for transporting hazmat by rail car, aircraft, vessel, and motor vehicle. So, how do these regulations impact repair stations?

It is easy for an employer to earn hazmat status; the factors are found in [49 CFR § 171.8](#). It is equally simple for a repair station to meet these requirements unwittingly. Generally, a hazmat employer is one who utilizes a hazmat employee and transports, causes the transport of, or handles hazardous materials in the course of business. A hazmat employee is any individual, whether full-time, part-time, or temporary, who directly affects hazardous material transportation safety by handling, preparing for transport, overseeing its shipping safety, or operating a vehicle used to transport hazmat.

In addition to the general rules in Title 49, repair stations have two more hazmat regulations in Title 14 that deal with: 1) training, and 2) notification requirements.

Also, a repair station must declare its status (i.e., whether it is a hazmat employer), when applying for a part 145 certificate and when changing or amending its certificate. If it is a hazmat employer, it must certify its employees (and those of its contractors and subcontractors) are properly trained.

Training Requirements

[14 CFR § 145.165](#) requires repair stations that are hazmat employers to adhere to the strictly defined training regulations in [49 CFR § 172.704](#). Section [145.165](#) also maintains that repair station employees performing or supervising a job function involving hazmat (specifically those functions listed in [§ 121.1001](#) or [§ 135.501](#)) receive training in accordance with the part 121 or part 135 operator's hazmat training program.

Finally, [§ 145.53](#) mandates that a repair station applicant "certify in writing" that its hazmat employees, and/or those hazmat employees of its contractors and subcontractors, have received all required hazmat training.

For repair stations located in the United States, the training requirements are found in [49 CFR part 172 subpart H](#). For repair stations located outside the United States, the requirements are found in the most current edition of the International Civil Aviation Organization (ICAO) [Technical Instructions for the Safe Transport of Dangerous Goods by Air](#).

Notification Requirements

Repair stations that are hazmat employers must also comply with air carrier notification requirements in [§ 145.206](#). The section requires acknowledgement of an air carrier's notification of its hazmat status (i.e., will carry or will not carry) submitted under [§ 121.1005\(e\)](#) or [§ 135.505\(e\)](#). The repair station must then notify its "employees, contractors, or subcontractors" that "handle or replace" hazmat items regulated by 49 CFR parts 171 through 180 of the air carrier's hazmat status.

Note that [§ 145.206](#) is confusing; while [§ 121.1005\(e\)](#) and [§ 135.505\(e\)](#) specifically limit the air carrier's notification "only to repair stations that are regulated by 49 CFR parts 171 through 180," (i.e. hazmat employers) there is no such limiting language in [§ 145.206](#), which reads instead that "each repair station must acknowledge receipt."

Concerned by the potential confusion, ARSA [petitioned](#) the Federal Aviation Administration (FAA) in 2005 to clarify that [§ 145.206](#) only applied to hazmat employer repair stations. The FAA did not think it necessary to change the language since [§ 121.1005\(e\)](#) and [§ 135.505\(e\)](#) only require air carriers to notify hazmat employers. Thus, while the language remains overbroad, the [FAA agreed](#) that [§ 145.206](#) applies to hazmat employers only.

HAZMAT Articles

[ARSA Requests FAA to Amend and Reissue Repair Station Hazmat Certification Guidance HazMat Compliance Baseline](#)
[Update: ARSA Asks FAA to Amend Hazmat Training Rule](#)
[Hazardous Materials \(Hazmat\) Training NPRM](#)

ARSA on the Hill

By Daniel Fisher, ARSA Vice President of Legislative Affairs

In September, ARSA's legislative team met with senior officials from the Office of Management & Budget (OMB), Transportation Security Administration (TSA), and Department of Homeland Security (DHS) regarding the status of the repair station security rule. Additionally, the association worked with several Capitol Hill offices on "lift the ban" legislation and other options to pressure the DHS, TSA, and OMB to finalize the regulations so the Federal Aviation Administration (FAA) can once again certificate new foreign repair stations.

The association also educated the Small Business Administration and lawmakers about the FAA's failure to follow congressional mandates under the Regulatory Flexibility Act when it issued a [notice of proposed rulemaking](#) for an airworthiness directive on the replacement of certain cylinder assemblies.

On Sept. 23, ARSA PAC delivered campaign support to Rep. Adam Schiff (D-Cal.). Last summer, Rep. Schiff visited Fortner Engineering in Glendale, Cal. Following the visit, he sent a [letter to DHS](#) detailing the impact of the FAA foreign repair station certification ban and urging action.

ARSA PAC will continue striving to ensure our allies, like Rep. Schiff, return to Congress in 2014. Learn more about the association's political program and how to provide [solicitation consent](#).

Regulatory Outlook

Final Documents/Your Two Cents

This list includes Federal Register publications, such as final rules, Advisory Circulars, and policy statements, as well as proposed rules and policies of interest to ARSA members. *Read more at <http://arsa.org/final-documents-your-two-cents/>.*

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Quality Time

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New OFCCP Rules on Hiring Veterans and Disabled

By [Jonathan W. Yarborough](#), Constangy, Brooks & Smith, LLC, 80 Peachtree Rd., Ste. 208, Asheville, NC 28803-3160. © 2013 Jonathan W. Yarborough ALL RIGHTS RESERVED.

On Sept. 24, the Office of Federal Contract Compliance Programs (OFCCP) issued a [final rule](#) under Sec. 503 of the Rehabilitation Act and the Vietnam Era Veterans' Readjustment Assistance Act (VEVRAA). The rules will go into effect on March 24, 2014.

The new regulation requires federal contractors and subcontractors to adopt quantifiable hiring goals for individuals with disabilities and hiring benchmarks for military veterans. Contractors must establish a hiring goal to ensure 7 percent of each job group in their workforce is made up of qualified individuals. If the company employs fewer than 200, the target instead applies to the entire workforce.

These goals, however, are “aspirational,” not ceilings or quotas. Contractors would not be subject to fines, penalties, or sanctions for not hitting the marks. They are, however, expected to analyze their recruitment practices in order to improve the manner in which they hire.

The final rules include new data collection and analysis requirements. Contractors must create and retain for three years records containing the:

- (1) total number of open and filled jobs;
- (2) number of applicants for all positions and the number of veteran or disabled candidates; and
- (3) number hired and how many had disabilities or were veterans.

Contractors are still not able to force applicants to identify whether or not they are disabled and/or veterans; candidates must do so voluntarily.



Limitations of Liability – Delaware Case Study

By [Steven E. Pazar](#), Attorney at Law, 11 Carriage House Lane, Boxford, Massachusetts 01921. © 2013 Steven E. Pazar ALL RIGHTS RESERVED.

Steven is a counselor to businesses operating in high-risk industries, including aviation. He provides templates, tools, and training to improve contracting efficiency, close deals faster, and control costs.

The economic risks to a service provider associated with an error or bad result usually exceed the monies paid for the work. Therefore, service contracts often include a limitation of liability provision restricting a party's responsibility to the amounts paid.

State courts are issuing decisions on enforceability and other issues related to limited liability provisions. *RHA Construction, Inc. v. Scott Engineering, Inc.*, (Del. Super., 2013) is the latest decision offering guidance for drafting and negotiating contracts.

RHA Construction and Scott Engineering signed two contracts for engineering services; both were approximately ten pages in length and incorporated a one-page addendum titled “Terms and Conditions of Agreement for Professional Services” (“Terms and Conditions”). The Defendant (Scott Engineering) contended award of damages should be limited to the fees paid as specified by the contract's limitation of liability. The Plaintiff (RHA) disputed not only the enforceability of the section, but whether the Terms and Conditions were even attached.

RHA swore that the Terms and Conditions addendum was not attached to the 2007 contract. However, under Delaware law the company was held to the terms clearly incorporated by reference. Based on prior case law, the court reasoned “the General Terms and Conditions document was not only incorporated by reference in the contract, but the contract language itself described the General Terms and Conditions as ‘an integral part of the agreement’...therefore, as a matter of law, the Terms and conditions...were incorporated into the May 2007 agreement.”

Limitation of liability provisions that relieve a party from its own negligence generally find disfavor in Delaware. However, a limitation of liability can be enforced where the damages are uncertain and the limitation amount agreed upon is reasonable. The Court will look to factors including: the length of the contract, the clarity of the language, the clarity of the disclaimed liability, and whether the clause was in boldface type.

Membership



Member Spotlight: Coopesa – San Juan, Costa Rica

Coopesa, originally known as the Cooperativa Autogestionaria de Servicios Aeroindustriales R.L., was founded in 1963 as an employee-owned company.

Certificated by the FAA, EASA, and air agencies from Aruba, Bermuda, Brazil, Columbia, Mexico, Panama, and Venezuela, the company, provides maintenance, repair, and overhaul of narrowbody aircraft. It currently services the Boeing 757, Boeing 737 series, including NG's, Boeing 727, DC-9, and MD-80 aircraft, and will soon include the Airbus 320.

Coopesa has been a member of ARSA since 1996.

For more information, visit <http://www.coopesa.com>

Are you an ARSA member who would like to be in the "Member Spotlight?" If so, please contact Josh Pudnos at josh.pudnos@arsa.org.

Have You Seen This Person?

Each month, **the hotline** spotlights key regulatory, legislative, and business leaders making important contributions to the aviation industry. This month we look at Rep. Frank LoBiondo, R-N.J., chairman of the House Transportation & Infrastructure (T&I) Subcommittee on Aviation.

Sen. Maria Cantwell, chairman of the Commerce Subcommittee on Aviation Operations, Safety, & Security



Maria Cantwell currently serves as a Democratic senator from the state of Washington. She was first elected to the Senate in 2000 and is currently serving her third term.

A committed public servant, Cantwell sits on a number of committees. Apart from her chairmanship of the Commerce Subcommittee on Aviation Operations, Safety, & Security, Cantwell also works on the Energy & Natural Resources Committee, the Finance Committee, and the Small Business & Entrepreneurship Committee, and is the chairman of the Indian Affairs Committee.

Prior to her current role, Cantwell served one term in the U.S. House of Representatives from 1993-1995. After losing her seat in 1996, she left public office to work in the high-tech industry as Senior Vice President of Consumer

Products for RealNetworks. She also served in the Washington State House of Representatives from 1986-1993.

Cantwell was the first member of her family to graduate college, earning a bachelor's degree from Miami University of Ohio.



A Member Asked...

Q: Is it acceptable to install a part/component that has been salvaged or of "unknown status" into a higher assembly and certify the part/component by virtue of the fact that it passed the testing specification for the higher assembly or does the part/component first have to be certified to its own/original design specification before installation?

A: It depends.

We will assume this process is being done under the privileges and limitations of a repair station certificate. You should determine whether that organization's repair station document (used to comply with [14 CFR § 145.209](#)) or quality manual (used to comply with [14 CFR § 145.211](#)) has procedures for recovering parts from "salvageable units" and/or for validating individual piece parts/components/subassemblies before (visual inspection), during (form and fit), and after (testing for functional verification) installation ensuring the "article" (top assembly) is returned to at least its original or properly altered condition (to comply with [14 CFR § 43.13\(b\)](#) and [§ 145.201\(a\)\(3\)](#)).

Another query is whether the test actually verifies the function of the piece part/component/subassembly in question. If the maintenance data (required by [14 CFR § 43.13\(a\)](#)) actually tests the "condition" of the "inside unit," it certainly makes the test an acceptable method, technique, and practice for determining the continue-in-service condition of the part/component/subassembly. Therefore, the maintenance performed on the assembly being approved for return-to-service is acceptable (see, [14 CFR § 43.9](#)).

The bottom line is the certificate holder issuing the approval for return-to-service has to have a reasonable technical basis for determining the "continue-in-service" (airworthy) condition of a part/component/assembly. This is true for both new and used parts; it is just easier on new parts. When dealing with new parts, you still inspect and ensure form, fit, and function (if there is a test). For a used part, you either perform maintenance (see the definition of that term in 14 CFR § 1.1) under part 43 (see specific sections above) or you depend on someone else's maintenance record (and still you better do an incoming inspection, form/fit determination and test when you install it in the higher assembly).

Check Out ARSA's Library of Recorded Webinars and Online Training Classes

ARSA is pleased to announce that recorded online training classes and webinars are now available for member purchase. Check back often as courses will be continually added. *Read more at <http://arsa.org/training-2/online-training/>.*



The International Aerospace Quality Group (IAQG) is a cooperative global organization that brings aviation, space and defense companies together to deliver more value at all levels of the supply chain. The Americas Aerospace Quality Group (AAQG) is a cooperative organization within the aerospace industry in the Americas (including North, Central and South Americas). Its processes are established in a set of agreed, documented, operational procedures.

For more information, [please click here!](#)

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Exhibit, Sponsor the 2014 Repair Symposium

As the maintenance industry's top event devoted exclusively to regulatory compliance, the ARSA Symposium attracts a highly qualified professional audience. Use this opportunity to promote your company while showing support for ARSA. Get more information at <http://arsa.org/news-media/events/arsa-symposium/arsa-annual-repair-symposium-sponsorship/>.

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 \$65 billion industry and its vital importance to global civil aviation. To accomplish this goal, ARSA monitors media coverage on 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.](#)

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International News

ICAO Floats Global Emissions Scheme

Beginning Sept. 24, the International Civil Aviation Organization held its 38th Triennial Assembly in Montreal, where delegates from member states discussed the formation of an international market-based mechanism to curb aviation emissions.

Negotiations ranged from carbon fee exemptions for developing countries to charging international air carriers for a portion of their emissions in flight. European delegates offered the European Union – Emission Trading System (EU-ETS) as a framework, although the new mechanism would replace EU-ETS on a global scale by 2020.

The international body hopes to reach consensus on a new system quickly, since aviation emissions are expected to double by 2030 as flights from emerging economies like China continue to increase. Members are confident such an agreement would avoid a trade war like the one threatened over the implementation of EU-ETS earlier this year.

International Roundup

To provide more international coverage, ARSA presents a monthly roundup of world events pertaining to the industry:

[Joint Venture Maintenance Facility to Open in Qatar](#) (AIN Online)

[Dubai World Center Sees First FBO Hangar Completed](#) (Arabian Aerospace Online News Service)

[Tata Plans MRO Unit in India](#) (Aviation Week)

[Is City's Airport Hangar Ready for Takeoff?](#) (The Windsor Star)

[Ryanair Invests in the Expansion of Kaunas Aircraft Maintenance Unit](#) (BBN)

[Avcom Extends Russia's Business Aircraft Support Network](#) (AIN Online)

[Legacy Aviation Services Obtains Mexican Repair Authority](#) (AIN Online)

[Dallas Aeronautical Services Brazil to Open New Facility in Sao Jose dos Campos](#) (AviTrader)

[Lion Group to Build MRO on Indonesia's Batam Island](#) (Air Transport World)

Welcome New Members

[Florida Jet Center, Inc.](#), Fort Lauderdale, FL

[NanoVapor Technologies, Inc.](#), Ft. Myers, FL

[TeamAir MRO Ltd.](#), Moores Hill, IN

Robert Ross, Charlottesville, VA

Regulatory Compliance Training

Test your knowledge on §145.57 Duration and Renewal of Certificate.

Upcoming Events

[2013 AOPA Aviation Summit](#) – Oct. 10-12, 2013

[MRO Network: Airline E&M North America](#) – Oct. 15-17, 2013

[NBAA Annual Meeting and Convention](#) – Oct. 20-26, 2013

[MARPA Annual Conferences](#) – Oct. 23-25, 2013

[MRO Asia](#) – Oct. 29-31, 2013

[International Aviation Forecast Conference](#) – Nov. 3-5, 2013

[SpeedNews 18th Annual Regional & Business Aviation Industry Suppliers Conference](#) – Nov. 6-8, 2013

[International PMA Summit](#) – Nov. 8-9, 2013

[AVM Summit, USA](#) – Nov. 21-22, 2013

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