



Aeronautical Repair Station Association

since 1984

the hotline

November 2013

Latest News

ARSA President's Blog – Building the Future in Manageable Increments

The association's board of directors unanimously approved a strategic planning process that includes measurable product for the benefit of the membership and the industry. The draft strategic plan will be made available to the membership for review and comment. Once Vision 20/20 is established, the board will track progress and changes, with constant surveillance from members.

The board has also approved a membership category and structure reorganization to accommodate small and large business interests, to recognize integration elements, and to achieve consistent growth. Dues do not increase for the majority of small-to-medium repair stations – the backbone of the industry and the association. Nor are the increases burdensome to larger maintenance organizations, corporate members, businesses associated with repair and alteration, students and educational organizations.

Deciding to integrate the training and publications into the day-to-day operations of the repair station will decrease the association's dependency on membership dues. Members can receive substantial benefit from discounted advertising, annual symposium registration, regulatory compliance training and information, associate member partnerships and affiliate programs. Revenue from training and other member service elements will increase the ability of the association to intensify its essential member services and attract human talent.

Essential member services have been stable for many years; the legislative program is now a solid leg of support for the association's "good-government" programs. At the same time, ARSA's role of "regulatory watchdog" continues to help individual members, segments of the industry and the overall maintenance provider environment on a daily basis. The balance between issues affecting individual members and overall maintenance provider problems will be standardized through the association's new member database and compliance library; both of which will be activated in 2014. These efforts will provide further decrease dependence upon dues while enhancing the economic and regulatory compliance positions for members. The strategic plan will be an active document that ensures stable growth while adapting to threats and opportunities. Change is constant and inevitable; the board is fully engaged and looks forward to managing an ever-evolving, continually successful transformation.

ARSA Board: Membership Dues Aligned to Support “ARSA 20-20” Strategic Plan

For over 25 years, ARSA has been the voice of aviation maintenance, promoting and defending the industry in the regulatory, legislative, and media arenas. To ensure the association’s continued growth in these areas, both domestically and abroad, the ARSA Board of Directors recently approved the [new “ARSA 20-20” strategic plan](#).

The plan outlines association goals and objectives for the coming year and will allow members to track its progress through pre-determined benchmarks. The restructuring of membership dues will fund additional resources and ensure the Positive Publicity Campaign, previously financed by individual corporate contributions, is supported by the entire membership.

Effective January 1, 2014, the annual membership dues will be as follows:

Membership Type	Current Dues Rate	New Dues Rate
(R01) Regular (1-10 employees)	\$600.00	\$600.00
(R02) Regular (11-25 employees)	\$1,200.00	\$1,200.00
(R03) Regular (26-50 employees)	\$1,800.00	\$1,800.00
(R04) Regular (51-200 employees)	\$3,000.00	\$3,000.00
(R05) Regular (201-500)	\$3,600.00	\$3,600.00
(R06) Regular (500+)	N/A	\$5,000.00
Associate	\$1,200.00	\$3,600.00
Corporate	\$18,000.00	\$20,000.00
Affiliate	N/A	\$500.00
Educational	N/A	\$100.00

ARSA members are strongly encouraged to review both the [“ARSA 20-20” executive summary](#) and the [detailed strategic plan](#) to learn more about association objectives moving forward. Feedback about this initiative can be sent to arsa@arsa.org.

[To review the new 2014 membership dues rates please click here.](#)

ARSA Joins Allies Opposing Increased Passenger Tax

On Nov. 20, ARSA joined seven other industry associations in a [letter](#) to House and Senate Budget Committee Chairmen Paul Ryan (R-Wis.) and Patty Murray (D-Wash.) opposing an increase of the 9/11 Passenger Security Tax in the budget deal currently being hammered out on Capitol Hill.

The letter urged Murray and Ryan not to prevent the next round of sequestration (the automatic spending cuts from the Budget Control Act of 2011), scheduled for Jan. 15, 2014, by taxing the traveling public, the aviation industry, and those that rely on air travel for conducting business.



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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The coalition said, "Raising the Passenger Security Tax won't improve airport security, it will simply make consumers pay \$1.2 billion more a year and decrease the demand for travel... In fact, the Government Accountability Office (GAO) estimates that for every \$1 increase in taxes or fees, passenger travel decreases by up to 2 percent."

A number of tax increases on the aviation industry have been offered recently, including general aviation user fees. ARSA and the broader aviation industry [opposes](#) these proposals, which would go to the general treasury for deficit reduction, rather than to improve and modernize air travel or provide more resources to the Federal Aviation Administration.

Stay tuned to ARSA.org for key developments.



ARSA Highlights Concerns on Order 8130.21H

On Nov. 19, ARSA sent a [letter](#) to the Federal Aviation Administration (FAA) concerning the prohibition on early compliance of FAA Order 8130.21H, specifically the ability to use the revised FAA Form 8130-3 before its Feb. 1, 2014 effective date. (See previous [story](#)).

In its letter, the association questioned both the FAA's ability to enforce the prohibition since an FAA Order is not a rule and further argued that early compliance is in the best interest of industry and the agency. ARSA therefore requested that the FAA issue assurances that companies may begin the transition to 8130.21H as soon as possible to ensure effective compliance and use of the revised 8130-3 form by Feb. 1, 2014.

Stay tuned to ARSA.org as the story develops.

DHS Nominee Clears Key Hurdle

On Nov. 20, the Senate Homeland Security Committee endorsed Jeh Johnson, President Obama's nominee to lead the Department of Homeland Security (DHS), by a voice vote following Johnson's [testimony](#) earlier this month.

While this puts him one step closer to becoming the next DHS secretary, political obstacles still lie ahead. Sen. Lindsey Graham (R-S.C.) and Sen. John McCain (R-Ariz.) have both vowed to hold up Johnson's confirmation until the White House complies with certain requests.

Sen. Graham has stated he will not move forward with confirming any presidential nominees until the Obama administration allows survivors of the 2012 attack in Benghazi, Libya, to testify in front of Congress.

Sen. McCain announced he will prevent Senate consideration of Johnson's nomination until he receives satisfactory answers related to border security. Other lawmakers have expressed concern over Johnson's experience.

The next DHS secretary will confront several immediate challenges, including working with the Transportation Security Administration (an agency within DHS) and the Office of Management & Budget on finalizing long overdue repair station security rules.

Stay tuned to ARSA.org as the story develops.

MacLeod Kicks Off AMTSociety Seminars in Houston

On Nov. 20 in Houston, Texas, [Obadal, Filler, MacLeod & Klein \(OFM&K\) Managing Member and ARSA Executive Director Sarah MacLeod](#) kicked off a series of aircraft maintenance educational seminars known as [AMTSociety's IA Renewal Consortium](#). The next seminar, featuring [OFM&K Managing Member and ARSA Managing Director & General Counsel Marshall Filler](#), will take place on Jan. 8, in Atlanta, Ga. Presentations during these seminars will address topics including maintenance regulations, major/minor, and maintenance recordkeeping. Seminars will continue through March 2014. Event dates and locations are:

January 8, 2014 – Atlanta, Ga.

February 12, 2014 – Kansas City, Mo.

March 5, 2014 — Aurora, Colo.

March 25 & 26, 2014 — Las Vegas, Nev.

April 5, 2014 – San Antonio, Texas, in conjunction with 2014 ATEC Conference

ARSA members can attend the next series of AMTSociety Education/IA refresher events without being an AMTSociety member. Registration is \$42.00 in advance and \$62.00 at the door. ARSA members are encouraged to preregister by contacting Jill.burnett@cygnus.com. 1-800-547-7377 x2104.



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ARSA's Filler Kicks Off AVM Summit

On Nov. 21, ARSA Managing Director and General Counsel Marshall Filler gave the keynote address at the [AVM Summit USA](#) in Orlando. The two-day event brings together members of the maintenance industry to discuss the latest policies, issues, and challenges facing commercial and business aviation.

Filler's presentation explored topics like the assignment of regulatory responsibilities, airworthiness standards, and licensing of operations and maintenance personnel within the context of the global aviation system. He also highlighted the economic and political realities impacting business procedures and ultimately affecting companies' bottom lines.

Lastly, Filler encouraged bilateral agreements as a means of facilitating a smarter working environment and increasing industry efficiency and profitability on a global level.

Blogs

If You're Not at the Table, You're on the Menu

By Daniel Fisher, ARSA vice president of legislative affairs

ARSA has long stressed that the aviation maintenance industry must be engaged in Washington, in both the legislative and regulatory arenas. If you aren't part of the decision making process, you will likely get left out or even get served on the menu.

Recently, there was a situation where repair stations weren't at the table; we didn't even receive an invitation. On March 15, Rep. Bennie Thompson (D-Miss.), introduced the Aviation Security Stakeholder Participation Act of 2013 ([H.R. 1204](#)). Thompson, the lead Democrat on the House Homeland Security Committee, had introduced a similar bill last Congress, which passed the House but got held up in the Senate.

H.R. 1204 directs the Transportation Security Administration (TSA) to formally establish an Aviation Security Advisory Committee (ASAC) made up of industry stakeholders, security interests, consumer advocates, and labor organizations. The legislation mandates that the TSA consult the advisory committee on "aviation security matters, including on the development and implementation of policies, programs, rulemaking, and security directives pertaining to aviation security, while adhering to sensitive security guidelines."

Seems reasonable enough, right? The legislation even contained a long list of industry groups and other organizations that should participate, including labor unions, manufacturers, air carriers, and passenger advocacy groups. Missing, however, were representatives from repair stations. Did lawmakers forget that they mandated the TSA conduct a major rulemaking on repair station security? Memories can get fuzzy. It has been over a decade since the rules were first required!

ARSA [worked](#) with Rep. Richard Hudson (R-N.C.), chairman of the Transportation Security Subcommittee, to secure the maintenance sector's inclusion in the legislation. On Oct. 29, the Homeland Security Committee adopted an [amendment](#) to H.R. 1204 offered by Hudson requiring participation of "aeronautical repair stations" on the ASAC. The bill was later approved by the committee, including the amendment. The legislation could pass the House in the near future.

The Aviation Security Stakeholder Participation Act is indicative of the need for repair stations to remain engaged on Capitol Hill. Despite [employing 306,000 workers and having a \\$47 billion per year impact](#) on the U.S. economy, the aviation maintenance industry is often overlooked. The best way to ensure a seat at the table and protect the industry against being on the menu (trust me, there are many who would be happy to bite into contract maintenance) is to be actively engaged, politically and legislatively.

On Planned Growth

By Sarah MacLeod, ARSA executive director

The Aeronautical Repair Station Association (ARSA) formed because of a request from ten repair stations to use the Federal Aviation Administration (FAA) Form 8130-3 for Department of Commerce (DOC) export purposes (instead of having to fill out a DOC form). The association's original board and staff were dedicated to regulatory compliance issues. ARSA became known to the FAA and the European Aviation Safety Agency because of comments to dockets and suggestions for improvement to rules and bilateral agreements. Involvement in long-range issues such as legislative defense or public relations was not contemplated during the first fifteen years of ARSA's existence.

However, during the last ten years, ARSA's brand of substantive knowledge and work has been visited upon the Congress, the international civil aviation community and the media. Most measures have been taken on an as-needed basis and in a reactive manner. While the results are that the association now provides its members and the industry with a multitude of services for an affordable price, the current response methodology is not

the most efficient or effective way to run the organization. Since more members and industry support equates to a better return on investment for the association and its supporters, more comprehensive proactive measures are necessary. Additionally, the more successful the association becomes the more it is expected to achieve.

To do more without overtaxing the membership, the association's board directed the creation of Vision 20/20—a strategic plan for future services and accomplishments. While ARSA has had strategic plans in the past, this one will be fully available to members when approved by the board. The ability to perform more services while realigning priorities to meet long-term goals is the result of maturation. The association is not only here to stay, it is planning success in a measured and reportable manner. Since the plan will have definitive metrics to track and report, the success or failure will be obvious, ensuring adjustments can be made rapidly and effectively.

During the development of the strategic plan, it became clear that the association could not and would not be all things to all people. ARSA's focus has to be on enabling good government for the business success of the independent civil aviation maintenance industry. That recognition does not eliminate the key roles played by the original design and production approval holders (those pesky "OEMS"), the operators and other maintenance providers. ARSA will continue to question the agencies and the industry on the proper role of regulations and the association's knowledge will be provided to the legislators and media with vigor. The point of getting older is to do things wiser and with less waste—a good plan is part of that endeavor

To read ARSA's other blog posts, be sure to visit <http://blog.arsa.org/>.

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Legal Briefs

The Rulemaking Process: Getting Involved

Repair stations must interact with the Federal Aviation Administration (FAA) and comply with its regulations. While the requirement to comply is the same for both rules and laws, distinctions exist between how an administrative agency promulgates a regulation and how Congress passes a statute.

Most importantly, you can have an immediate and direct impact on the rulemaking process, while affecting legislation will take much more effort and time.

Administrative Agencies

Administrative agencies, like the FAA, are part of the executive branch. In the United States, the legislative branch makes laws; however, Congress has neither the resources nor expertise in all areas. Thus, the legislative branch delegates power to administrative agencies to create regulations in order to carry out particular purposes. In the FAA's case, the agency has the authority to regulate aviation safety. This authority to create obligations is not unfettered. Congressional statutes and presidential orders control the process and guide agency action.

The Administrative Procedure Act (APA) guides all executive agencies, and [§ 553](#) dictates the procedures that must be followed to make rules. Congress also passed the Regulatory Flexibility Act ([RFA](#)) and the Small Business Regulatory Enforcement Act ([SBREFA](#)) to improve the rulemaking process and its impact on small businesses. Finally, presidential executive orders also add requirements.

Notice and Comment Rulemaking

A key component of the APA is the notice and comment period; agencies are required to give interested parties the opportunity to participate by publishing proposed and final rules and soliciting comments. In some situations, an agency may be exempt from these requirements if there is good cause, such as an immediate threat to air safety.

When deliberating a new or amended rule, an agency publishes a notice of proposed rulemaking (NPRM) in the *Federal Register*. The NPRM includes the specific regulatory text as well as the agency's rationale and justification. The preamble should fully explain why this rulemaking is necessary and provide statements that satisfy the requirements of RFA and SBREFA. Additionally, regulators must explain the underlying problem that led to the proposal as well as why that solution is best.

Getting Involved

Once an agency publishes an NPRM, the public have the opportunity to comment. The NPRM includes the deadline for comments, typically 60 days, filing procedures, and contacts for further information. You may request more time for submission if there is adequate justification. For example, a rule's complexity may require extra deliberations to formulate effective comments.

Involvement in the comment period is essential; it is the opportunity to influence rulemaking; you have the ability to enhance an agency's knowledge and help improve rules. Effective comments provide explanations of how the proposal affects you, your expertise in the area, and objective evidence and data that supports or contradicts the agency's rationale.

Interested in learning more about the rulemaking process? Check out ARSA's online training offerings at [ARSA.org](#) today!

ARSA on the Hill

By Daniel Fisher, ARSA vice president of legislative affairs

In November, ARSA's legislative team continued implementation of the "[lift the ban](#)" lobbying effort, including working with select lawmakers to have legislation permitting the FAA to certificate new foreign repair stations ready to be introduced early next year if the Transportation Security Administration doesn't finalize repair station security rules.

The association also worked with Senate Homeland Security & Government Affairs Committee members to ensure the repair station security regulations delay was raised during the [confirmation process](#) for Homeland Security Department nominee Jeh Johnson.

In order to raise the aviation maintenance industry's visibility during the 2014 midterm elections, legislative team members have been meeting with candidates from around the country to educate aspiring lawmakers about repair stations. Over the past few weeks, the association met with congressional candidates Andy Tobin (R-Ariz.), Darlene Senger (R-Ill.), and Jim Tracy (R-Tenn.). Is there a candidate in your area who should be on our radar? Please let us [know](#).

[ARSA PAC](#) continues to encourage support from those who have given prior consent. Twenty-one individuals have given \$7,240 so far this year.

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/wp-content/uploads/2013/12/hlNov13-FDYTC-20131107-1.pdf>.*



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.

Involuntary Servitude in Employment Cases?

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

I handled a case where an employee was terminated for making negative statements about management, including calling the owners “slave drivers.” They weren’t; the facts were that she worked less than 40 hours a week and was the first out the door every day.

Referring to bosses as slave drivers did raise the question as to whether you can have involuntary servitude in today’s workforce contrary to Amendment XIII, Section 1 of the United States Constitution that provides:

Neither slavery nor involuntary servitude, except as a punishment for a crime whereof the party shall have been duly convicted, shall exist within the United States, or any place subject to their jurisdiction.

Several courts, including the United States Supreme Court, have addressed employee allegations that conditions of employment amounted to involuntary servitude. One such case involved an employee assigned to work with two 21-year-old women in a “disorganized, loud and unprofessional” hotel suite; these conditions made it difficult for her to accomplish her assignments. Not surprisingly, the court dismissed her claim, concluding that while her working conditions might not have been the best, she remained free to leave the job at any time.

The court observed that “‘involuntary servitude’ was intended to cover those forms of compulsory labor akin to African slavery which in practical operation would tend to produce undesirable results.” The court also noted, “Modern day examples of involuntary servitude have been limited to labor camps, isolated religious sects, or forced confinement.” An employee subject to oppressive work hours, pay or other conditions of employment has the right to change employers. In my case, the employee never claimed physical restraint or actions that prevented her from leaving work; rather the employee was free to quit at any time.

There have been cases, however, where an VIII Amendment claim has prevailed. In one case, a religious sect used and threatened to use physical force to make children perform labor; the children believed they had no viable alternative but to perform the work. In another case, employers at a migrant labor camp held farm workers in involuntary servitude by forbidding them from leaving without paying their debts, enforcing the rule with threats of physical harm, by inflicting physical injury, and by kidnapping and returning the workers to the farm if they attempted to leave.

Indeed, the Supreme Court of the United States has observed it is “possible” that threatening an immigrant with deportation might amount to a “threat of legal coercion” resulting in involuntary servitude. In that case, however, the Court rejected the migrant workers’ claim that they were threatened with deportation. The Court reasoned that involuntary servitude meant action by the master causing the servant to have, or to believe he has no way to avoid continued service of confinement. It did not mean a situation where there is a known choice between continued service and freedom, even if the choice may entail exceedingly bad consequences. Therefore, “...while a credible threat of deportation may come close to the line, it still leaves the employee with a choice.”

Employers who threaten immigrant employees with deportation may indeed risk liability from a lawsuit claiming involuntary servitude. On the other hand, as long as an employee can quit, allegations of uncomfortable or oppressive working conditions, even those involving federally protected rights to be free of discrimination or harassment, will not trigger a viable involuntary servitude claim.



component control

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

Contracts – Elements and Formation

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.

A contract is simply an agreement between two or more persons to do or not to do a particular thing. However, as with most legal concepts the devil is in the details.

In most jurisdictions, a contract is enforceable if it contains four basic elements:

- (1) competent parties;
- (2) proper subject matter;
- (3) offer and acceptance; and
- (4) consideration.

Competent Parties: The individual making the contract must have authority to bind themselves or the party represented. For businesses, this authority can be express (actual or implied) or apparent (view from the standpoint of the third person). (See: <http://www.pazarlaw.com/authority-to-bind-you-did-what/>.)

Incompetent parties can include minors and those suffering from mental deficiencies or intoxication. Contracts made between one or more incompetent parties will be deemed unenforceable.

Proper Subject Matter: The subject matter must be definite and lawful. This part contains the what, when and where of the agreement. A definite subject matter is generally contained in a detailed scope of work or scope of services. The subject matter must be complete and unambiguous.

The purpose must be lawful; an agreement to commit a criminal act or one that is contrary to public policy will be deemed not only illegal but unenforceable.

Offer and Acceptance: This element is sometimes referred to as the “*meeting of the minds.*”

An offer is the signification by one party of the willingness to contract with another on certain specified terms. The offer must be clear, complete and communicated to the other party.

Acceptance is the element that binds the parties. Acceptance should be absolute and unambiguous. Acceptance is not conditional or a counteroffer. Silence is generally not enough to constitute acceptance except in some circumstances related to the sale of goods under the Uniform Commercial Code.

Consideration: Consideration is the inducement. It is the cause, motive, price or impelling influence that convinces a party to enter into an agreement. A promise to pay in the future is adequate consideration.

When all four elements are present an enforceable contract is formed. There are instances where these elements can be proven without a written document; indeed, this may be the case more often than not. It is therefore important to understand the basis of contract formation, enforcement and interpretation in your jurisdiction.

Membership

Member Spotlight: Sonico, Inc. – Moses Lake, Washington

Sonico launched in 1980 and became an FAA-certificated part 145 authorized repair station in 1985 at Grant County International Airport in Moses Lake, Wash. The company’s services include flight line maintenance and aircraft storage, which are supported by back-shops for component repair, non-destructive testing, machining, and parts fabrication.

Sonico carries a major inventory of aircraft spare parts and operates its own trucks to and from Boeing Seattle Spares Distribution Center each day. The customer base includes some of the world’s largest airlines: United Airlines, Delta Airlines, American Airlines, U S Airways, and Continental Airlines. International carriers that Sonico services include China Air, Malaysia Airlines, and Qantas Airlines. Additionally, the firm serves major original equipment manufacturers such as Boeing. In fact, Sonico has serviced nearly all of the Boeing family of commercial jets for more than 30 years.

Sonico has been an ARSA member since 1995. Vice President and Manager of Sales Jim Perdue serves on ARSA’s board of directors as vice president.

For more information, visit <http://sonicoinc.com/index.asp>.

Are you an ARSA member who would like to be in the “Member Spotlight?” If so, please contact Matt McKinney at matthew.mckinney@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 Sen. Kelly Ayotte, R- N.H., the ranking member of the Senate Aviation Operations, Safety, & Security Subcommittee.

Sen. Ayotte currently serves as a Republican senator from New Hampshire. She assumed office in 2010 and is currently in her first term.

In addition to serving as the ranking member of the Commerce, Science, and Transportation Committee's Aviation Operations, Safety, & Security Subcommittee, Ayotte sits on the Armed Services, Budget, Commerce, Homeland Security & Governmental Affairs, and Aging Committees.

In her current role, she has championed budget reforms, advocated lower taxes, and has been a strong voice on pressing national security issues.

Before her election to the Senate, she was New Hampshire's first female attorney general.

Ayotte is a native of Nashua, N. H., where she currently resides with her husband and two children. She earned a Bachelor of Arts in political science from Pennsylvania State University and a Juris Doctor from the Villanova University School of Law.



A Member Asked...

Q: *Can a part be returned to service without traceability (i.e. an audit trail)?*

A: There is no requirement for traceability in the regulations. Unless you have that requirement in your repair station manual, it does not exist. Absent obvious flaws, the identification and inspection for current condition allows for the issuance of a maintenance record under the procedures established in [14 CFR part 43](#).

Several FAA documents clarify this issue. [Legal Interpretation 8/6/2009](#) specifically references the ability for a repair station to make the identification of the article while [Legal Interpretation 7/8/09](#) states "the regulations do not require 'back to birth' records in order to determine the life status of life-limited parts." Additionally, Advisory Circular [AC 20-62E](#) provides further guidance on establishing the eligibility and traceability of aeronautical parts.



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!](#)

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

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The best form of advertising is word of mouth. Use the [Members Getting Members Toolkit](#) to recruit an ARSA member and your company will receive a discounted membership rate for your next membership term. Get more information at <http://arsa.org/membership/members-getting-members/>.

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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/>.

AVMRO

Aviation Maintenance Resource Site Takes Flight

Addressing the need for a single hub of information about the aviation maintenance industry, ARSA recently announced the launch of www.avmro.arsa.org (AVMRO). Get more information at <http://arsa.org/aviation-maintenance-resource-site-takes-flight/>

AVMRO Industry Roundup

ARSA monitors media coverage on aviation maintenance to spread the word about the valuable role repair stations play in their communities by providing jobs and economic opportunities and in civic engagement. These are some of this month's top stories highlighting the industry's contributions.

[Delta TechOps Launches Aircraft MRO Library of PDF Resource](#) (*Digital Journal*)

[Scholarships Open for Helo Pilots, Maintenance, More](#) (AOPA)

[West Star Aviation Recognized as Silver Partner by Colorado Environmental Leadership Program](#) (*D.O.M. Magazine*)

[AeroTurbine Reaches New Milestone with Its 100th C Check for Frontier Airlines](#) (*Fort Mill Times*)

[WITC Receives Composite Airplane Donation for Real World Training for Composite Technology Program Students](#) (*AviationPros*)

[Landmark Expands at Westchester County Airport](#) (*AINOnline*)

[CU Adds Aviation Program](#) (*Cornerstone University Herald*)

[Independent MROs Investing In Capabilities, Growing Profits](#) (*Aviation Week*)

[Bill Eliminating Aircraft Maintenance Sales Tax Gets Public Hearing](#) (*WTAQ*)

[Texas Votes on Aviation Tax](#) (*AOPA*)

[United Cuts Ribbon on Dulles Maintenance Hangar](#) (*Washington Business Journal*)

[Aircraft Support Company to Expand in Enterprise, Create 200 Helicopter Maintenance Jobs](#) (*The Republic*)

[The Deadline Is Approaching for Helicopter Maintenance Magazine's Helicopter Mechanic of the Year Award Nominations](#) (*D.O.M. Magazine*)

[AAR Reaches Key Milestones at its Lake Charles, Louisiana Aircraft Maintenance Facility](#) (*AAR Corp.*)

International News

UK Aviation to Take Off with Less Red Tape

On Nov. 6, the U.K.'s Civil Aviation Authority and government leaders released proposed changes to the regulatory regime impacting the country's general aviation (GA) sector.

The recommendations are based on responses to the General Aviation Red Tape Challenge, a government-backed study that investigated the bureaucracy choking the British aviation industry. The authority also received a large number of responses from industry stakeholders whose growth is stifled by cumbersome rules and regulations.

This information led to the creation of a GA Unit to develop more effective regulations that streamline transactions in the country's general aviation sector. The new rules will strip much of the bureaucratic tape plaguing the industry and will seek to promote economic growth and job creation.

International Roundup

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

[Global MRO Demand Expected to Boost ST Aerospace's Profits](#) (*Aviation Week*)

[Werner Aero Services Establishes North Africa and Middle East Office](#) (*AviTrader*)

[IATA: Global Standards Driving Middle East Success](#) (*Air Transport News*)

[Qantas Engineers Offer Plan to Save 300 Maintenance Jobs at Avalon Airport](#) (*The Australian*)

[Lufthansa Technik Joins ALTA](#) (*AviTrader*)

[AEC to Expand Aviation Options](#) (*TTR Weekly*)

[Research Center Aims to Trim Costs of Plane Repairs](#) (*South China Morning Post*)

[GAMECO's 8-Bay Green Hangar #AvMRO](#) (*Aviation Week*)

[Vector Aerospace Establishes New Engine Turbine Overhaul Facility at Seletar Aerospace Park, Singapore](#) (*AviTrader*)

[ICAO Council Elects New President](#) (*International Civil Aviation Organization*)

[Aviall Opens Expanded Warehouse in Dubai](#) (*AINOnline*)

[Gama Aviation Opens Glasgow Facility](#) (*AINOnline*)

[Double Award Win for AJW Group at MRO India](#) (*AviationPros*)

[Bombardier to Build MRO in China](#) (*Aviation Week*)

Welcome New Members

[Moog Inc. Aircraft Group](#), East Aurora, N.Y.

[Aircraft Inspection Services](#), Grand Rapid, Mich.

[VHL Aircraft](#), Miami, Fla.

[Cosgrove Aircraft Services, Inc.](#), Moonachie, N.J.

[Vertiflite, Inc.](#), Lawrenceville, Ga.

[Skytronics, Inc.](#), El Segundo, Calif.

[Component Repair Management, Inc.](#), Muskegon, Mich.

[Millennium International](#), Lee's Summit, Mo.

Fire-Tec Aero Systems, LLC, Phoenix, Ariz.

[Hawk Avionics](#), Calhoun, Ga.

Regulatory Compliance Training

[Test your knowledge on §145.61 Ratings.](#)

Upcoming Events

[AMT Society IA Renewal Training Seminar](#)

(Marshall Filler presenting) – Atlanta, Ga. – Jan. 8, 2014

[AVM Summit, Europe](#) – London, U.K. – Jan. 21-22, 2014

[MRO Middle East](#) – Dubai, U.A.E. – Feb. 5-6, 2014

[AMT Society IA Renewal Training Seminar](#) (Sarah MacLeod presenting) – Kansas City, Mo. – Feb. 12, 2014

[AMT Society IA Renewal Training Seminar](#) (Sarah MacLeod presenting) – Aurora, Colo. – March 5, 2014

[ARSA Annual Repair Symposium and Legislative Fly-In](#) – March 19-21, 2014

[AMT Society IA Renewal Training Seminar](#) (Sarah MacLeod presenting) – Las Vegas, Nev. – March 25-26, 2014

[AMT Society IA Renewal Training Seminar](#) (Sarah MacLeod presenting) – San Antonio, Texas– April 5, 2014





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