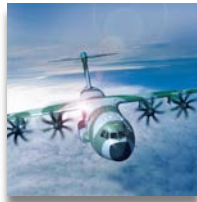


MOOG



**How is MAG Change 5
working for you?
or
“March Madness”**

MOOG
AIRCRAFT GROUP

How is MAG Change 5 working for you?

- Regulator
- Commercial
- Operational

- No guidance from DC on how to implement a section 21.137(o) program
- Seen the AC, but there is no information on how to implement or oversee the activity
- No training for the Principal Inspectors
- Recommends using the DMIRs
- Will have to validate your training to determine if it meets the requirements of a DMIR
- Will need to come and interview Moog inspectors on a recurring basis (just like DMIRs)
- No one else is pursuing the section 21.137(o) option

- The requirement is not compatible with existing commercial contracts
- Recommend you stock pile an inventory of spares until we figure this out
- TC holders have been slow to respond
- Will consider PMA on a case by case basis
- Willing to add staff as ODA Unit Members (must meet the requirements of a DMIR)
- Our MIDO will not let us issue a DSA because we have ODA (must use the ODA system)
- Some TC holders are from foreign countries and do not know how to extend their authority

- Dated ERP systems that are difficult to modify
- Supporting a 24/7 operation in multiple locations
- Identification of all the active components
- Multiple levels of management control
- The same part a stock clerk previously issued now requires a DMIR level inspector (increased costs with no increase in safety)
- Foreign suppliers sending piece parts to a foreign repair station in another country

Discussion

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