

The MARPA Supplement

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Quick Notes:

- The 2009 MARPA Conference will take place Sept. 30-Oct. 1 in Las Vegas! Sponsorship opportunities are going fast!
- Gorham's PMA-DR Conference will be in San Diego. Mar. 26-27.
- See the MARPA Blog at pma-parts.wordpress.com for expanded versions of supplement articles as well as discussions of:
 - ◇ Textron's Proposed Purchase of Superior out of Bankruptcy
 - ◇ Considering the Russian View, When Selling Into Russia

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FAA Issues Revised AC On Aging Aircraft Inspections

On January 15, the FAA issued a revised version of Advisory Circular (AC) No. 120-84, on Aging Aircraft Inspections and Records Review.

The revised version of AC 120-84 contains updated references to 14 CFR and FAA Order 8900.1, as well as updating the information for requesting extensions.

The AC presents an acceptable way in which again airplanes may be inspected pursuant to the Aging Airplane Safety Final Rule, published in 2005.

This final rule requires mandatory aging plane inspections for certain airplanes, as well as requiring damage-tolerance-based inspections to be included in certain airplanes maintenance programs.

The rule was instituted to ensure continuing airworthiness of airplanes as they aged.

AC 120-84 affects the PMA parts industry because it is likely that a great majority of the aging aircraft requiring inspection under the AC will require maintenance and installation of replacement parts at some point to remain airworthy.

Marrying Manufacturing and Service: A Winning Combination

The Economist has published a thought-provoking article on the success that Rolls Royce has realized in recent years.

also fanned the popularity of Rolls Royce engines.

PMA companies can take a lesson from Rolls

stations that recognized a need for replacement parts.

In the PMA world, MARPA has published Continued Operational Safety Guidelines which mirror the FAA's COS guidance in FAA Order 8110.42C. MARPA's COS guidelines are a great starting point for PMA companies looking for a blueprint for developing a support program.

Mark your calendar! The 2009 MARPA Conference is scheduled for Sept. 29th-Oct. 1st. Find out more information online at <http://www.PMAMARPA.com>!

The focus of the article is on the Rolls Royce power-by-the-hour program, which successfully combines manufacturing with service. In addition to the fact that service has served as a significant source of revenue for Rolls Royce, the service component of the program has

Royce's success. By providing excellent support to customers, they create a revenue stream while also solidifying their manufacturing niche. Many PMA companies have either diversified into service realms, or, in some cases, began in those realms, getting their start as repair

MARPA's COS guidance is available free on the MARPA website at <http://pmamarpa.com>. A link to the Economist article is available on the MARPA Blog at pmaparts.wordpress.com.

President Changes FOIA Requests Evaluation Standard

President Obama, in an attempt to deliver on his campaign pledges to bring more transparency to the government, has said he is directing federal agencies that evaluate Freedom of Information Act (FOIA) requests to change their standard of evaluation.

Formerly, the standard for evaluating FOIA requests was for federal agencies to look for reasons to turn down a request to make information public under FOIA. Obama has altered this policy by instructing agencies to reverse this standard, and instead err on the side of making the information requested under FOIA public.

FOIA is frequently used by those interested in discovering how and why government decisions were made, such as the media and various public interest groups. Thus, some good things can result from increased

granting of FOIA requests.

What will this change in FOIA request policy mean for the PMA parts community? FOIA continues to contain exceptions preventing the release of trade secrets and privileged and confidential commercial and financial information. Many companies that manufacture PMA parts rely on these exceptions, and information that fits into these categories should continue to remain exempt from discovery through FOIA requests.

However, agencies evaluating FOIA requests for information that does not fit neatly into the exceptions will now be more likely to grant, rather than find a different reason to deny, these requests. This could result in the release of information that some companies do not want made public, but which falls short of being a trade secret or privileged and confidential.

MARPA Files Comments on Draft Advisory Circular 21-20C

MARPA has filed comments on draft Advisory Circular (AC) 21-20C, the latest revision to the Supplier Control AC.

Draft AC 21-20C describes methods acceptable to the Administrator for surveillance of suppliers by a FAA production approval holder (PAH).

MARPA's comments on the draft AC focused on five areas within the draft that MARPA felt needed clarification or revision. The five areas com-

mented on were: reference to third party documents, the definition of Production Approval Holder, notification to the FAA, suppliers holding a Production Approval, and PAH- supplier arrangement elements.

MARPA filed comments on the draft AC in the hopes that MARPA's comments will aid the FAA in improving the proposed AC to better serve both the flying public and the PMA parts community that serves them.

RSVP Deadline Approaches for Free FAA-led SMS Training

As stated in last month's supplement, the FAA's Aircraft Certification Service (AIR) is working on the development of Safety Management System (SMS) requirements. On February 26th, in Washington DC, Mark Fulmer of the FAA will be presenting a discussion of the FAA's work on SMS requirements thus far.

The presentation will consist of the AIR Safety Management Program Team (SMPT) providing an overview of AIR's SMS development activity as well as AIR's vision for the future of working in a SMS based environment, followed by a discussion seeking input from the industry on how the FAA and industry can work together.

If you are interested in attending this meeting, please contact MARPA at (202) 628-6777 or by email at info@washingtonaviation.com. We ask that you RSVP by Friday, February 6th at the latest so that we have an accurate count of attendees for planning purposes.

The comment period on draft AC 21-20C is now closed. However, the text of both the draft AC and MARPA's comments on the draft can be found online through the MARPA blog at <http://pmaparts.wordpress.com>.

Got something to say? You can read and comment on articles on the MARPA Web Log (Blog) online at pmaparts.wordpress.com or through our homepage (www.pmamarpa.com). Sign up for updates via email or RSS feed!