

The MARPA Supplement

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Quick Notes:

- The Agenda for the 2009 Conference is available on MARPA's website
- MARPA met with Aircraft Engineering and we are looking forward to their report at the Conference
- MARPA will be meeting with the Engine Directorate later this summer to discuss status on several projects
- Thank you for sending us your resumes! The Board will consider the qualified candidates for vacant board positions and hope to make an announcement at the Conference
- See MARPA's Blog at pmaparts.wordpress.com for expanded versions of supplement articles as well as discussions of:
 - ◇ The New Energy Legislation
 - ◇ The Safety Management Systems Rule-making Committee

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Keynote Speaker Announced

MARPA has announced that this year's conference's first day keynote speaker will be Armand F. Lauzon, Jr. Mr. Lauzon is the CEO of Sequa Corp., and the President of longtime MARPA member company Chromalloy.

We are also looking forward to welcoming FAA

Deputy Associate Administrator John Hickey as the Day Two keynote speaker. Mr. Hickey was recently promoted from his prior position as head of aircraft certification for the FAA.

MARPA is currently awaiting confirmation of a high-level representative of EASA, to join us on the Conference's second day.

Overall, with three months to go to the conference, MARPA has already confirmed a full slate of speakers from various organizations.

To see the most current 2009 MARPA Conference Agenda, please visit the MARPA webpage. Don't forget to sign up for the conference and book your hotel rooms soon!

Part 21: Finally Coming? MARPA Plans for Part 21 at the Conference!

The impending major revision of the Part 21 rule has been in the works since 1992, when the Aviation Rulemaking Advisory Committee (ARAC) started working on the draft language. Now, it looks like the Part 21 rule update

90 day review period. If the review period remains on schedule, and IF the OMB does not find a reason to delay the rule, then the rule could be issued right before the MARPA Conference begins September 29th.

The purpose of these meetings will be to get the industry up-to-speed as quickly as possible on the strategies for compliance with the new standards.

MARPA has pledged to assist in planning the FAA's new Part 21 industry meetings. If all goes to plan and the rule is published early enough, MARPA has already discussed with the FAA a strategy for adding additional content focused on the Part 21 changes as part of the MARPA Annual Conference this Fall.

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

may finally be nearing promulgation.

The Part 21 rule has apparently cleared the Office of the Secretary, and will next be transmitted to the White House Office of Management and Budget (OMB). OMB will have a

The FAA has already developed their educational tools for introducing the changes in Part 21. MARPA has spoken with the FAA, and a part of the FAA's plan is to hold a series of industry meetings as soon as the regulation is published as a final rule.

Don't forget to visit the MARPA
blog at [http://
pmaparts.wordpress.com](http://pmaparts.wordpress.com)

Getting Your PMA Into Another Country: Tips on the Process

At the 2009 Europe/US International Aviation Safety Conference, representatives from North America and Europe discussed international processes for validating type designs. Moderator Walter Desrosier explained that validation permits the authorities to minimize the type certification process by accepting the findings of another authority through a type validation process. Panel participants discussed how validation is working, and how it can be improved. While the panel's primary focus was on type design validation without a specific focus on PMA parts, the principles are analogous in many cases.

David Turball of TCCA expressed that there should not be any restriction on the validating authority, though the validating authority should seek to maximize reliance on the certifying authority. Mr. Turball expressed that in the past, TCCA has only validated

a design when there was a Canadian buyer for the type, but is now seeking to provide a parallel validation.

Norbert Lohl of EASA stated that it is the role of regulators to perform their job correctly, not efficiently, but that when regulators trust another system, they can use that as a basis for validation. Mr. Lohl does not like to see his experts too tightly bound to standardized procedures, but rather wants to allow them to identify the safety issues they personally feel are important to the project.

Claude Schmidt of Airbus expressed that it would be nice if all authorities could come up with a list of all the special standards they have— a global list of significant regulatory differences or special requirements.

To find out what else these panelists and the rest of the panel had to say, see the extended version of this article at pmaparts.wordpress.com.

Australian PMA Parts in the U.S?

In 2005, the U.S. and Australia signed a bilateral agreement entitled "Implementation Procedures for Airworthiness." Pursuant to this agreement, Australia's Civil Aviation Safety Authority (CASA) agreed to accept, without further investigation, Parts Manufacturer Approval (PMA)s issued by the U.S.'s Federal Aviation Administration (FAA). The agreement did not include a provision requiring the U.S. to accept Australian PMAs.

Now CASA is reporting that they have

come to an agreement with the FAA, updating the bilateral to permit Australian PMAs to be accepted by the U.S. If both countries sign off on these proposed changes, Australian manufacturers of PMA parts will be able to enter the U.S. marketplace much more easily.

There is a clear benefit to any movement towards accepting PMAs from other countries. The U.S.'s acceptance of Australian PMAs would show that the international community is capable of producing high quality, safe PMA parts,

New MARPA Dues Year Begins: Are You Current?

The MARPA dues year begins on July 1st. Are your MARPA dues current? We've been pleased with the renewal response from members but a small number still remain unpaid

Additional dues information, such as the dues amount charged for member companies based on their size, is available on the webpage at pmamarpa.com. You can also find a form under the link "Joining MARPA" to authorize dues renewal by credit card.

Don't miss out on the great benefits provided by being a member of MARPA, such as delivery of the MARPA supplement every month; a MARPA member discounted rate on collections services with Grant, Greenberg, and Richards; access to strategies and training; and invaluable networking with others in the PMA industry, to name a few. Send in your MARPA dues today!

and this could ultimately result in raised awareness of the benefits of using PMA parts. As the word spreads that PMA parts are safe and cost-effective, the PMA market worldwide will only grow, creating plenty of opportunities for all manufacturers of PMA parts, be they made under Australian or U.S. issued PMA.

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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!