



The View from Washington

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The View from Washington this month is looking 2,400 miles to the West at this year's annual convention. Every year the convention gets bigger and better. But this year it might be better to address it as the AEA's annual Avionics University, rather than just a convention and trade show. With over 70 hours of training and education during the three days of the convention and the Fast Track Monday, no one person will be able to sit in on all of the sessions. Shops that normally send only one person may need to consider sending additional staff so that at least someone can sit in on each technical session.

The technical training at this year's convention will cross all boundaries from direct equipment technical training to general repair station management to direct overview of aviation regulations that affect the operation of repair stations and the performance of maintenance and equipment overhaul.

There are 44 equipment-based technical sessions, a couple of business-based sessions and 10 regulatory-based sessions scheduled for this year's convention. The View this month will focus on the convention regulatory programs.

Maintenance Resource Management

One of the most overlooked training programs is FlightSafety's Maintenance Resource Management (MRM) Phase II program. This IS NOT the same program that was given in 2003. For the past two years, AEA has partnered with FlightSafety

International to bring these programs to our membership. During the 2002 AEA regional meeting season and the 2003 annual convention, FlightSafety conducted the first of two eight-hour MRM programs. Part two began with the AEA's 2003 regional meeting schedule and will conclude at this year's annual convention. 2004 will bring part two of this critical program to the convention.

Hazmat Training

Hazardous material handling is an everyday occurrence for any business engaged in aircraft and/or avionics maintenance. Multi-million dollar fines have been brought against shippers of components, parts and supplies that seem to the untrained eye to be non-hazardous, but when shipped by overnight freight violate the Hazardous Material Handling rules and regulations published by the Department of Transportation.

Hazmat training is required by law. Many repair stations in the industry have failed to provide their employees with the legally-required training, and the number of repair stations that have been fined for this failure is growing. Even if you're not shipping hazmats (like batteries, cleaning solutions, solvents and even residual fuel), a new FAA proposal would extend the hazmat training requirements to many avionics shops that NEVER deal with hazmats. In addition, repair stations are particularly vulnerable to these penalties, particularly since the FAA published a handbook bulletin explaining that repair stations are

intrinsicly considered to be hazmat employers. Jason Dickstein will be presenting this hazmat training session.

FAA Audits

When your local FAA inspector comes visiting today, is it an official visit or is he or she coming by just to chat about the weather? Stories abound about a casual exchange with an "off-duty" FAA inspector which resulted in an official violation or fine. The FAA inspector is never "not working." Most of a repair station's exposure to their local inspector is in casual "visits." The FAA has an obligation to oversee the aircraft maintenance industry and repair stations have a regulatory obligation to allow the FAA to inspect their facility. Preparing for an FAA audit will help the repair stations prepare for both the official FAA audit and the casual visit by FAA personnel. Aeronautical Repair Station Association Executive Director Sarah MacLeod will present this session.

Canadian Rulemaking 101

We routinely receive recommendations about the technical content of the training that is being presented during the annual convention. One of those comments led to the development of Canadian Regulations 101. While most of the international attendees value the equipment-focused training and the thousands of products being displayed throughout the trade show floor, they asked for more international regulatory training. As a response to their requests, we developed a pro-

gram to provide basic training on Transport Canada regulations, standards and advisory materials applicable to the provision of maintenance functions, AMO operation, AME licensing and training, service difficulty reporting, modification and repair approvals, and enforcement. In addition to the basics, this four-hour program taught by AEA Regulatory Consultant John Carr will explain many of the recent amendments to the CARs, and review proposed amendments.

RVSM Maintenance

Now that the FAA has published the final rule implementing Domestic RVSM, there are about 8,000 turbine powered aircraft that will need to be upgraded and approved for RVSM flight operations and then will need to be maintained to the higher maintenance standard that the RVSM authorization demands. Our program, RVSM Maintenance, will focus on what it takes to upgrade older aircraft to today's higher RVSM standards and what it takes to maintain these aircraft.

Evaluating Alterations

The most challenging activity that repair stations face every day is negotiating with the local FAA office for a "field approval." Many "field approvals" are requested because the installer is unsure which alterations are major and which alterations are minor. The Association has worked with the FAA to improve the field approval process and to empower the repair stations to evaluate alterations. The FAA's role is to oversee the evaluation and determination the installer makes, not to make the determination for the installer. Valuable resources are wasted on overly conservative determinations which result in "just-in-case" field approvals. This session, Evaluating Alterations, will focus on the tools necessary to evaluate an

alteration for determining the effect of the alteration on the aircraft. The effect of the alteration determines whether the alteration is considered major or minor and whether approved data is required for the alteration. The attendees at this session will receive the tools necessary to consistently evaluate an alteration to determine whether it is a major or minor alteration and be able to defend their findings.

Regulatory & Technology Forums

The Regulatory & Technology Forum will begin with a presentation by Jim Ballough, director of FAA's Flight Standards Service. All of the maintenance and operations regulations and policies that affect air carriers, repair stations and individual technicians originate in Ballough's division.

The forum will continue with an overview of the various data-link technologies (weather, traffic and data) that the FAA and other government agencies are making available to the flying community. Plus, new pilot training initiatives that will enhance pilot utilization of the technically advanced aircraft cockpits for safer, more efficient flight.

The early morning Rise & Shine Regulatory Forums will continue this year beginning with a session focused on various FAA regulatory issues affecting AEA member shops. The forum will provide an overview of recent regulatory and legislative activity in Washington and elsewhere around the world that have a direct impact on United States repair stations and their personnel. The topics for the first of these forums will include an overview of the recently published changes in the Antidrug and Alcohol Misuse Prevention Programs, and an update on the Part 145 Repair Station training program requirements.

The second Rise & Shine Regulatory Forum will focus on "Meet the Regulators." This early morning panel discussion will provide the audience the opportunity to meet with Dave Cann, director of FAA's Flight Standards Aircraft Maintenance Division, and Dorenda Baker, manager of the Small Aircraft Directorate. These senior FAA officials will discuss timely issues that affect repair stations from the aircraft certification perspective (STCs, AMLs, FMSs, wiring standards, etc.) and from the aircraft maintenance and repair station perspective (field approval, ICAs, aging aircraft, etc.). This session will end with the FAA officials answering your questions.

As you can see, it just isn't possible for the Association to put on more than 70 hours of training in four days without overlapping sessions: one person can't take it all in, bring some help!

I'll see you in Vegas! ☐

Regulatory Update

United States

FAA relaxes GPS installation guidance

The FAA has eliminated the “New Technology” label from GPS and now allows repair stations to install GPSs using standard alteration criteria that would be used for any navigation system with the publication of AC 20-138 Revision A.

AC 20-138A states: Under the original AC 20-138, installation of GPS equipment required the use of approved data (under an STC or major alteration) because GPS was a new and unique technology. However, since GPS technology is now common and considerable experience has been obtained in the installation of GPS, approved data for every installation is no longer appropriate. Instead installations should be based on acceptable data including, data previously approved as applicable to the aircraft (e.g. STC, Approved Model List), or data previously approved as applicable to a different make/model (e.g. an initial STC obtained by the equipment manufacturer), provided the installation is installed in accordance with the manufacturer’s instructions, any equipment interfaces are adequately addressed in the installation instructions for the GNSS (GPS/WAAS) equipment and the equipment with which it is interfacing and the equipment is installed in accordance with the guidelines in AC 20-138A.

The AC explains that a simple installation of GNSS (GPS/WAAS) navigation equipment that only interfaces with an antenna, power, ground, an external HSI/CDI with a single source selector switch, and a left/right (deviation-based) autopilot would typically be considered a minor alteration. The AC also clarifies Flight Manual supplement issues for GPS

installations. A GPS installation which is a minor alteration may still need a FMS.

FAA proposes to establish organization designation authorization procedures.

The FAA proposes to create an Organization Designation Authorization (ODA) program. This program would expand the approval functions of FAA organizational designees; standardize these functions to increase efficiency; and expand eligibility for organizational designees, including organizations not eligible under the current rules. In addition, as the FAA transitions to the ODA program, the agency would phase out the Delegation Option Authorization (DOA), Designated Alteration Station Authorization (DAS), SFAR 36 authorization, and the Organizational Designated Airworthiness Representative (ODAR). These actions are necessary to provide the FAA with a more efficient process to delegate certain tasks to external organizations. The intended effect of these actions is to preserve and increase aviation safety.

Comments on the proposal are due no later than May 20, 2004.

FAA publishes new air traffic operating and flight rules to allow the use of enhanced flight vision systems.

On January 9, 2004, the FAA published a final rule that revises the regulations for landing under instrument flight rules to allow aircraft to operate below certain specified altitudes during instrument approach procedures, even when the airport environment is not visible using natural vision, if the pilot uses certain FAA-certified enhanced flight vision systems. This action informs the public and the aviation industry of the approval of the use

of new technology for certain operational benefits.

These revised regulations were published in the Federal Register on January 9, 2004 and became effective on February 9, 2004.

Antidrug and Alcohol Misuse Prevention Programs

On January 12, 2004 the FAA published a final rule affecting the Antidrug and Alcohol Misuse Prevention Programs for personnel engaged in specified aviation activities that may apply to repair stations.

The FAA is clarifying regulatory language, increasing consistency between the antidrug and alcohol misuse prevention program regulations where possible, and eliminating regulatory provisions that are no longer appropriate. The major changes the FAA is making include the requirements for submission of antidrug plans and alcohol misuse prevention certification statements by employers and contractors; and the timing of pre-employment testing. The effect of these changes is to improve safety and lessen administrative burdens on the regulated public.

In Notice 02-04, the FAA proposed to make it clear that each person who performs a safety-sensitive function directly or by any tier of a contract for an employer is subject to testing. However, after several commenters stated that the unbridled inclusion of “any tier” was more than a clarifying change but rather a significant change to the existing regulations. The commenters (including AEA) suggested that, because more people would have to be tested, there would be a significant negative economic impact from this proposed change on a significant number of aviation small businesses without any direct benefit to the flying public. In order to gather more information on the concerns expressed by

the commenters, the FAA claims to not be adopting the proposed revised language in this final rule and will be publishing a Supplemental Notice of Proposed Rulemaking (SNPRM) in the near future.

The final rule does make it clear that Part 121 and 135 employers may use contractors (including part 145 certificate holders) to perform safety-sensitive functions only if the contractors are subject to an alcohol misuse prevention program for the entire time they are performing safety-sensitive functions.

The FAA defines a contractor as an individual or company that performs a safety-sensitive function by contract for an employer or another contractor.

Each employee, including any assistant, helper, or individual in a training status, who performs a safety-sensitive function directly or by contract for an employer, must be subject to drug testing under an antidrug program. This includes full-time, part-time, temporary and intermittent employees regardless of the degree of supervision. The safety-sensitive functions include aircraft maintenance and preventive maintenance duties.

These amendments became effective February 11, 2004.

Europe

EASA

On December 13, 2003, a summit of European Union (EU) heads of state reached an agreement on the location of the European Aviation Safety Agency (EASA). It will have its headquarters in Cologne, Germany. In addition, three new directors were nominated by the Agency's Management Board on the proposal of the Executive Director as follows: Claude Probst, Rulemaking Director; Norbert Lohl, Certification Director;

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Frequently Asked Questions

TOPIC: Global Navigation Satellite System (GNSS) equipment

QUESTION:

What is GNSS and where can I find guidance on the installation of these systems?

ANSWER:

Global Navigation Satellite System (GNSS) is a generic term for satellite-based navigation, including GPS, SBAS, GBAS, GLONASS, and any other satellite navigation system. GNSS sensors, include those incorporating Wide Area Augmentation System (WAAS), Local Area Augmentation System (LAAS), or the Russian Global Navigation Satellite System (GLONASS).

GPS is a United States satellite-based radio navigation system that provides a precise positioning service anywhere in the world. The service provided by GPS for civil use is defined in the GPS Standard Positioning System Signal Specification.

Satellite-Based Augmentation System (SBAS) is a wide coverage augmentation system in which the user receives augmentation information from a satellite-based transmitter.

Ground-Based Augmentation System (GBAS) is an augmentation system in which the user receives augmentation information directly from a ground-based transmitter.

GLONASS is a Russian satellite based radio navigation system, which provides a positioning service anywhere in the world.

Advisory circular (AC) 20-138A provides guidance material for the airworthiness approval of Global Navigation Satellite System (GNSS) equipment. The AC also includes information of the installation of GNSS equipment in "in-service" aircraft.

Note: AEA offers these Frequently Asked Questions (FAQs) in order to foster greater understanding of the rules that govern our industry. AEA strives to make them as accurate as possible at the time they are written, but rules change so you should verify any information you receive from an AEA FAQ before you rely on it. AEA DISCLAIMS ANY WARRANTY FOR THE ACCURACY OF THE INFORMATION PROVIDED. This information is NOT meant to serve as legal advice – if you have particular legal questions, you should contact an attorney.

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and Markku Junkkari, Administrative Director.

By the end of December 2003, all major Certification Specifications (CS) were issued including CS-Definitions which replaces JAR-1.

On February 11, 2004, I met with Patrick Goudou, EASA's executive director and Claude Probst, EASA's new rulemaking director, to discuss the status of the EASA transition and the impact of the transition on general aviation businesses.

JAA

In order to streamline present JAA-OPS requirements with ICAO Annex 6 Part 1 standards, the JAA Operations Sectorial Team prepared a proposal for a revised JAR-OPS1.665 TAWS requirement.

The draft mandates a TAWS Class A retrofit requirement for aircrafts above 5,7 t and below 15 t MTOM and more than 9 Passengers by January 1, 2007. Furthermore the draft would mandate that piston engined aircrafts above 5,7 t MTOM or more than nine passengers would have to comply with a TAWS Class B installation by January 1, 2007.

While turbine-powered Class A retrofit requirement already went through the NPA process the piston engined aircraft NPA is still waiting to be issued.

EUROCAE

Eurocae recently published revised ED-85A "Data Link Application and System Document (DLASD) for Departure Clearance (DCL) Data Link service" and ED-89A "Data Link Application and System Document (DLASD) for Automatic Terminal Information Service (ATIS) Data Link service."

These documents capture interoperability, performance and safety

requirements for the implementation and operations of the ATS services "Departure Clearance" and "ATIS" over ACARS. They respectively improved ED-85 published in June 1998 and ED-89 published in September 2000 by clarifying several aspects and particularly in the field of message processing.

ED-75B "Minimum Aviation System Performance Specification: Required Navigation Performance For Area Navigation" which was developed by RTCA has been published. It updates ED-75A from September 2000, particularly with Temperature Compensation Information, which is required in cold climates regions, and RNP less than 0.3 NM for possible precision approach operations.

EUROCONTROL / EU

The European Commission and EUROCONTROL, the European Organisation for the Safety of Air Navigation renewed and strengthened their co-operation by signing a Memorandum of Cooperation (MoC) on December 22, 2003. Through the Memorandum, EUROCONTROL will contribute to the Single European Sky, which was the subject of a final agreement in conciliation between the European Parliament and the Council, in December.

The Single European Sky is an ambitious initiative to reform the architecture of European air traffic control. It aims to introduce a more integrated operating airspace, interoperable systems and more efficient air navigation service provision to deal with the challenges facing European air traffic. Increased cooperation between the European Commission and EUROCONTROL is needed to ensure that the rules and strategies of both organizations are consistent, and to avoid duplication of efforts.

Canada

Transport Canada proposes regulations to mandate installation of 406 MHz Emergency Locator Transmitters (ELT) for international air transport services.

TCCA has published NPA 2003-313 for amendment of CAR 605.38 to adopt ICAO recommendations for operation of ELTs on 406 MHz and 121.5 MHz simultaneously. On or before January 1, 2005, Canadian aircraft used in international air transport service must be fitted with ELTs (quantity and type per CAR 605.38) operating on 406 MHz and 121.5 MHz simultaneously. TCCA is not mandating the use of 406 MHz ELTs for domestic operations.

NPA 2003-313 may be viewed at: <http://www.tc.gc.ca/civilaviation/RegServ/Affairs/carac/NPAs/GOFR/dec03/2003313.htm>

Transport Canada publishes study and reference guide for AME technical examinations

TCCA published TP14038E in November 2003. This Study and Reference Guide is provided to assist prospective Aircraft Maintenance Engineers (AME) to prepare for the Transport Canada (TC) technical examinations as required by Canadian Aviation Regulations (CAR) Standard 566.07. The Guide is a generic reference document and although it includes a list of subjects and topics for "M", "E", and "S" ratings, it is not to be interpreted as an all-inclusive list of subjects and topics necessary to complete a specific examination. A sample of an applicant feedback letter addresses current topics which reflect the latest technical information relevant to a particular examination or revision of the Study and Reference Guide. A list of suggested references will assist a candidate by outlining a potential source for study material.

TP14038E may be viewed at:
www.tc.gc.ca/civilaviation/maintenance/aarpb/tp14038/menu.htm

Aviation Safety Maintainer back issues

TCCA has recently published a CD-ROM (TP3658 CD) containing all English and French issues of *Aviation Safety Maintainer* from 1982 through 1999. All these back issues are in PDF format only. A search function makes this an invaluable training tool for maintenance organizations, flight schools and training departments. The price, including tax and shipping, is C\$18.13. The CD may be ordered from the Civil Aviation Communications Centre at 1-800-305-2059, or by e-mailing services@tc.gc.ca. Recent copies of the *Aviation Safety Maintainer* may be viewed at: www.tc.gc.ca/civilaviation/system-safety/newsletters/tp3658/menu.htm

Transport Canada Minister's Delegates—Maintenance (MD-M)

The MD-M program was established by TCCA to provide the aviation industry with a mechanism that allows qualified individuals, other than civil aviation safety inspectors, to issue Certificates of Airworthiness and Special Certificates of Airworthiness—Restricted, in respect of imported type certified aircraft. A database of Minister's Delegates—Maintenance (MD-M) may be accessed at: www.tc.gc.ca/civilaviation/maintenance/aarpe/menu.asp □

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