

THE INCREDIBLE SHRINKING MAN

A fascinating adventure into the unknown!

MARPA's Responses to
Challenges and Opportunities
Facing the PMA Community

Gov't



Personnel

- The US Military is being reduced to pre-WWII levels
 - Current level 522,000
 - 440,000-450,000 by 2019
- Aircraft are being cut
 - U-2 Dragon Lady
 - A-10 Warthog
- This may reflect an opportunity to find highly qualified employees



FAA Personnel

- FAA has cut its staffing levels
 - It is easier (less publically visible) to cut certification engineers and Flight Standards inspectors, so cuts hit these areas
- This means less staff to handle PMA applications at a time when PMA applications are growing



As Government Shrinks ...

- We all start to look like giants
- Giants are scary
- We need to work with FAA to find ways to replace fear with trust



Opportunities for Success

- Addressing limited resources as they impact our members
 - Streamlined PMA
 - Shifting FAA oversight focus with SMS
 - Facilitating PMA Review by Air Carriers
- Preventing Bad Rules
- Overcoming Misinformation

Non-Safety Sensitive Parts (NSS)

- MARPA has been working with the FAA
 - Identifying the low-safety risk items
 - Limiting FAA resources spend on NSS Parts
 - Ensuring that NSS PMAs are not held up unnecessarily
 - MARPA published MARPA 1100
 - Standard for arranging NSS PMA applications to ensure everything the FAA expects to see is there and findable
 - FAA published Streamlined Process for Parts Manufacturer Approval (PMA), FAA Order 8110.119

Rewriting the Manufacturing Rules

- MARPA has been working with the FAA and other organizations on Safety Management Systems (SMS) and Design Organization rules
 - Air carriers will have SMS programs
 - Manufacturers will have SMS programs that support air carrier SMS as well as manufacturing safety
 - SMS would shift the industry to system-based oversight (FAA would oversee design systems, as they already do for production)

Supporting Air Carrier Acceptance of PMA

- Air Carriers analyze PMA packages for configuration control before they accept them
- Ed Pozzi of United is leading a team that will ask the FAA to publish a common air carrier's PMA checklist in order to assist air carriers in accepting PMAs in an efficient manner
 - FAA Manager Dave Hempe has expressed support for this project



Preventing Bad Rules

- FAA proposed a change to the vibration rule (33.83) that could have made it impossible to obtain PMA without performing full engine vibration testing (survey)
 - Direct file rule
 - MARPA immediately contacted the FAA
 - MARPA ultimately sued the FAA
 - The FAA rescinded the rule

Combatting Misinformation

- MARPA responded to CFMI anti-PMA ads
 - Ads were false and misleading
 - CFMI refuted our claims but nonetheless rescinded the ad campaign
- MARPA has supported air carriers and leasing companies to answer their questions
 - Education is one of the most important functions that MARPA performs

Educating the World

- **International Opportunities**

- Cologne
- Copenhagen
- London
- Moscow
- Sanya
- Singapore
- Tokyo

- **Applied for ITC grant that would permit more international education**

Opportunity

- Reductions surround us
 - FAA resources
 - Customer resources
- This is providing the PMA community with an opportunity to step up and make things better, safer, and more efficient



Getting Involved

- Stay Informed
 - Sign-up for the MARPA Blog:
pmaparts.wordpress.com
- Share your thoughts
 - Comment on blog articles to share your thoughts
 - Email us your concerns
 - We need to know what is important to you!
- **Write about PMA and about MARPA**
 - **Share your success stories or even write for MARPA**

Thank You!

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