



66094

October 12, 1999

Department of Transportation  
Docket No. [FAA-1999-5836] ← 189  
Room 401  
400 7<sup>th</sup> Street SW  
Washington D.C. 20590

To Whom It May Concern:

We are a privately held aviation services company, headquartered in Moline, Illinois and having locations in four states in the upper Midwest. We have been in business under the same ownership for over 63 years. In that history we have been confronted with few threats as potentially onerous as that represented by the proposed rewrite of 14 CFR Part 145. We strongly urge reconsideration and modification of the areas specified below. Those so listed represent the most financially devastating aspects of the proposal. References below use the section numbers of the rule as proposed.

#### SUBPART A--GENERAL

- 1) 145.3 Paragraph (m) (1) and (2); Housing. The term "segregation" must be more clearly defined. The FAA inspectors must have the ability to consider size and complexity of the organization as they determine compliance.

#### SUBPART B--CERTIFICATION

- 2) 145.5 1 (a) paragraph (3); The requirement of a specific confirmation by 'the accountable manager' seems meaningless in light of the application process and subsequent inspection by the FAA. Serves only to add another layer of violation in the event of a technical violation.
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#### SUBPART C-FACILITIES, EQUIPMENT ETC

- 4) 145.10 1 General: This is acceptable language.

**Beechcraft**

2800 McKinley Ave. • P.O. Box 35250 • Des Moines, Iowa 503 15-0303 • Phone 515.285.6551 • Fax 515 285 9704  
Moline, Illinois • Des Moines, Iowa • Minneapolis, Minnesota • Omaha, Nebraska  
MEMBER OF THE PINNACLE AIR NETWORK

- 5) 145.103 Paragraph (a) Makes use of the term “suitable facilities”. Such language is inappropriate for use in regulation as it leaves the entire facility open to subjective interpretation by the individual inspector. Our experience has demonstrated a very wide variance in interpretation between inspectors.
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- 8) 145.151 (a) Paragraph (2) Makes use of the phrase “sufficient number of personnel to plan and perform maintenance. . .”. Such language is very subjective in nature and inappropriate for the scope of this regulation.
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- 12) 145.203 The requirement to list each article by make and model is administratively and cost prohibitive.
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Respectfully submitted,

Elliott Aviation of Des Moines, Inc.



Ken McCormick  
Chief Inspector



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DOCKET SECTION  
99 OCT 20 AM 11:36

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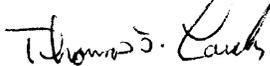
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Thomas J. Lauda  
Service Inspector



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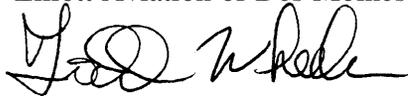
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Todd Wheeler  
Assistant Service Manager



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Lynn Sicheneder  
Assistant Avionics Manager



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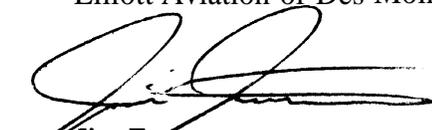
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Our initial estimates of the cost to comply with the rule as proposed is \$126,340 for the first year, with a recurring cost of just under \$100,000 per year, for each succeeding year. This assumes a rational interpretation of the many areas of the rule that are highly subjective as written. It must also be said that we have absolutely no confidence in a consistent or rational interpretation of the rule should this part be adopted as proposed.

Respectfully submitted,

Elliott Aviation of Des Moines, Inc.



**Jim Fransen**  
**Parts Manager**



DEPT. OF TRANSPORTATION  
DOCKET SECTION  
99 OCT 20 AM 11:34

October 12, 1999

Department of Transportation  
Docket No. [FAA-1999-5836]  
Room 401  
400 7<sup>th</sup> Street SW  
Washington D.C. 20590

To Whom It May Concern:

We are a privately held aviation services company, headquartered in Moline, Illinois and having locations in four states in the upper Midwest. We have been in business under the same ownership for over 63 years. In that history we have been confronted with few threats as potentially onerous as that represented by the proposed rewrite of 14 CFR Part 145. We strongly urge reconsideration and modification of the areas specified below. Those so listed represent the most financially devastating aspects of the proposal. References below use the section numbers of the rule as proposed.

#### SUBPART A--GENERAL

- 1) 145.3 Paragraph (m) (1) and (2); Housing. The term "segregation" must be more clearly defined. The FAA inspectors must have the ability to consider size and complexity of the organization as they determine compliance.

#### SUBPART B--CERTIFICATION

- 2) 145.5 1 (a) paragraph (3); The requirement of a specific confirmation by 'the accountable manager' seems meaningless in light of the application process and subsequent inspection by the FAA. Serves only to add another layer of violation in the event of a technical violation.
- 3) 145.5 1 (a) paragraphs (5) and (6); The required listing of every maintenance function contracted to FAA certified repair stations is excessive and lends nothing to aviation safety. Those 'subcontracted repair stations are already under FAA approved quality systems. The requirement is redundant and burdensome.

#### SUBPART C-FACILITIES, EQUIPMENT ETC

- 4) 145.10 1 General: This is acceptable language.

**Beechcraft**

2800 McKinley Ave. • P.O. Box 35250 • Des Moines, Iowa 50315-0303 • Phone 515.285.6551 • Fax 515 285 9704  
Moline, Illinois • Des Moines, Iowa • Minneapolis, Minnesota • Omaha, Nebraska  
MEMBER OF THE PINNACLE AIR NETWORK

- 5) 145.103 Paragraph (a) Makes use of the term “suitable facilities”. Such language is inappropriate for use in regulation as it leaves the entire facility open to subjective interpretation by the individual inspector. Our experience has demonstrated a very wide variance in interpretation between inspectors.
- 6) 145.103 (a), Paragraphs (8), (9) and (10); contain subjective language related to working environmental conditions, heating and lighting issues that are unmeasurable and are outside the scope of a regulation relating to airworthiness issues.
- 7) 145.111 (a) Should be amended to read “A certificated repair station must have located on the premises, or demonstrate contractual arrangements for, the equipment and material necessary to perform the maintenance, preventive maintenance, or alterations appropriate to the rating held by the repair station.. .

#### SUBPART D – PERSONNEL

- 8) 145.151 (a) Paragraph (2) Makes use of the phrase “sufficient number of personnel to plan and perform maintenance.. .”. Such language is very subjective in nature and inappropriate for the scope of this regulation.
- 9) 145.153 (a) Makes use of language that leaves open to subjective interpretation the appropriate staffing of supervisory personnel. This is outside the scope of safety, and therefore, the scope of this regulation.
- 10) 145.153 subparagraph (d). The requirements reflected herein are overly restrictive, and will result in enormous training costs if so enacted. Few current supervisors meet this proposed standard, and the safety record is quite high as it stands.
- 11) 145.159 Paragraphs (a) (b) and (c). There are no criteria included for the training referenced. There is no reason to keep training records for a period of years longer than the maintenance records of the aircraft worked on.

#### SUBPART F – OPERATING RULES

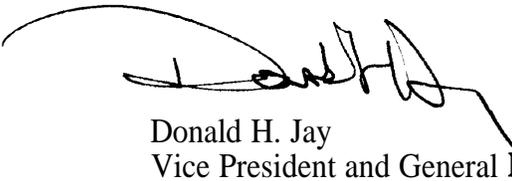
- 12) 145.203 The requirement to list each article by make and model is administratively and cost prohibitive.
- 13) 145.209 Paragraphs (c) (2). A receiving inspection may only determine the external attributes of an article, and detect apparent damage. There is no means to determine compliance with a type certificate.

- 14) 145.2 13 (a) Contract Maintenance. It is unrealistic, and redundant for the FAA to require the public to oversee the effectiveness of the FAA as respects other certificated repair stations. Should be deleted in its entirety.
- 15) 145.217 Record keeping. Use of subjective language that does not adequately define a standard for 'records and reports'.
- 16) 145.2 19 subparagraph (b) (2). Rule should not require the name and address of the aircraft operator where the defect and or un-airworthy condition was found. Inclusion of this requirement will only serve to discourage reporting.
- 17) 145.22 1 It is objectionable that the FAA would require the public to waive their right to privacy and permit inspection of non-aviation facilities at the discretion and convenience of the FAA. Also unreasonably burdensome is the proposed requirement of a waiver in contracts for those facilities the FAA already has authority to inspect. The entire section should be deleted.

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Respectfully submitted,

Elliott Aviation of Des Moines, Inc.



Donald H. Jay  
Vice President and General Manager



DEPT. OF TRANSPORTATION  
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#### SUBPART C-FACILITIES, EQUIPMENT ETC

- 4) 145.101 General: This is acceptable language.



2800 McKinley Ave. . P.O. Box 35250 . Des Moines, Iowa 50315-0303 . Phone 5 15.285.6551 . Fax 5 15.285.9 704  
Moline, Illinois . Des Moines, Iowa . Minneapolis, Minnesota . Omaha, Nebraska  
MEMBER OF THE PINNACLE AIR NETWORK

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- 14) 145.213 (a) Contract Maintenance. It is unrealistic, and redundant for the FAA to require the public to oversee the effectiveness of the FAA as respects other certificated repair stations. Should be deleted in its entirety.
- 15) 145.217 Record keeping. Use of subjective language that does not adequately define a standard for 'records and reports'.
- 16) 145.219 subparagraph (b) (2). Rule should not require the name and address of the aircraft operator where the defect and or un-airworthy condition was found. Inclusion of this requirement will only serve to discourage reporting.
- 17) 145.221 It is objectionable that the FAA would require the public to waive their right to privacy and permit inspection of non-aviation facilities at the discretion and convenience of the FAA. Also unreasonably burdensome is the proposed requirement of a waiver in contracts for those facilities the FAA already has authority to inspect. The entire section should be deleted.

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Respectfully submitted,

Elliott Aviation of Des Moines, Inc.



Rick Michalski  
Service Manager