



Regional Airline Association
2025 M Street, NW
Suite 800
Washington, DC 20036-3309

Phone: (202) 367-1252
Fax: (202) 367-2252
Email: david_lotterer@dc.sba.com

January 29, 2001

U.S. Department of Transportation Dockets
Docket No. FAA-2000-8017
400 Seventh St. SW., Room Plaza 401
Washington, DC 20590

SUBJECT: Proposed Rule: Disposition of Life-Limited Aircraft Parts

Gentlemen/Madam:

The Regional Airline Association (RAA) submits the following comments on the subject proposal on behalf of our membership (attachment A). RAA encouraged its members to submit comments directly to the docket. Our comments should be considered as supplemental to any comments individually submitted to the docket by RAA members.

RAA supports the intent of the proposed rule but believe some of the provisions are unclear or are inconsistent with other existing regulations. We suggest a revision of these provisions is appropriate to avoid confusion.

1. Proposed Section 43.1 Applicability.

* * * * *

(c) This part applies to each person who removes, segregates, or disposes a life-limited part from a type-certificated product as provided in Sec. 43.10.

The proposed applicability provision of course, would include a great many persons, most of which are not certificated. Also since the applicability of Part 43 is currently "aircraft" not "persons", it seems illogical to mix "persons" and "aircraft" in the applicability provision defining Part 43 in its entirety.

RAA requests that no changes be made to Section 43.1 [proposed provision (c)] be withdrawn; instead the "person" referred to in proposed Section 43.10 be defined by Part 43.3.

The removal of a life limited part is accomplished during the "maintenance, preventative maintenance, rebuilding, and alteration" of an aircraft so the person responsible for the removal of a part should be one of several "persons" or "entities" as defined by Part 43.3. The person suggested by the proposed "person" is not actually responsible for all the steps involved in first knowing when to remove the part, then physically removing the part and the ultimate disposition of the part. Should the part be removed from the aircraft during an air carrier's maintenance visit, it is the air carrier that is responsible since the employee who physically removed the part from the aircraft is just one of several employees who may be involved in the removal, segregation, or disposition of the part. The employee who physically removed the part is most likely following



the instructions on a job card advising him/her that the part has reached its life limit and should be removed. It is the air carrier's maintenance program that defines when and how the part should be removed segregated, or dispositioned. Similarly for parts removed by an employee of a Repair Station, it is the Repair Station that is responsible for the removal, segregation, or disposition of the part. If it is a part for a general aviation aircraft, then it could be one individual such as the mechanic that signs off the removal who should be ultimately responsible for the segregation or disposition of the part. In any event RAA suggests that a reference back to Part 43.3 would address the varying scenarios as to who is responsible and ultimately accountable for removing a life limited part.

2. Section 43.10 Disposition of Life-limited Aircraft Parts

RAA requests that that the description of Section 43.10(a) be revised to read:

"Section 43.10 Disposition of Life-limited Aircraft Part upon Reaching its Life-limit"

RAA believes that the entire Section (43.10) is unclear in distinguishing between the handling of "Life-limited Parts" and "Life-limited Parts" that have reached their life-limit (timed out) and are not to be placed back in service. As an example, life-limited parts installed in engines of course do not need to be disposed nor segregated simply because the engine is removed from service for overhaul but can be placed back into service once the engine is overhauled to serviceable condition. Another example would be where a life-limited part has failed prior to reaching its life-limit. It's only when the part is approaching its life cycle/ life time and therefore must be removed from service that the methods provided by proposed Section 43.10 become applicable. Since this distinction (between timed out parts and life limited parts still considered serviceable) is not clear from reading the proposed rule, RAA believes that the descriptive statement be revised to highlight such differences.

3. Proposed Section 43.10(a)

The proposed definitions do not include a part that has a replacement time mandated by an Airworthiness Directive. There may well be parts for which subsequent analysis allows the life limit to be extended and the approval process for the life extension does not involve the OEM of the part. For airplanes that are not in production, it is not accurate to state that *the Instructions for Continued Airworthiness* will pick up all the subsequent changes that occur in specifying the life limit of a part.

RAA requests that Proposed Section 43.10(a) be withdrawn.

The industry is quite familiar with the term "life-limited part" so we see no need to create a definition by regulation. Definitions by regulation should be confined to terms that have multiple definitions. "Life-limited" means "life limited". RAA does consider that a distinction must be made between "Life-limited parts" and "Life-limited Parts that have reached their life-limit" but believe that our comments in 2. (Above) address the confusion. If a definition is determined to be necessary, then it should be placed in FAR 1.1 along with the other definitions, since the term "life-limited" is used in other regulatory sections as well.



Regional Airline Association
2025 M Street, NW
Suite 800
Washington, DC 20036-3309

Phone: (202) 367-1252
Fax: (202) 367-2252
Email: david_lotterer@dc.sba.com

4. Proposed Section 43.10(b)

RAA requests that the words "each person" be followed by the phrase "[as defined by FAR 43.3]".

In most instances it is a company that is responsible for ensuring the safe disposition of life-limited aircraft parts. The words *each person* could therefore mean air carrier, repair station, or mechanic, etc., as defined by 43.3.

RAA requests that Section 43.10(b)(1) be revised as follows:

(1) The part may be segregated under circumstances that preclude its installation on a type-certificated product. These circumstances must include, at least--

- (i) Keeping a record of the ~~serial number and~~ current life-limited status of the part, and
- (ii) Ensuring the part is stored separately or is distinctive from serviceable parts.

We suggest that the words provided by FAR 121.380 or FAR 135.439 be duplicated in FAR 43.10 so that it is readily understood that we are referring to the same process (for operators at least).

We believe there may be locations where a part that is removed for life-limited disposition may not have available a "separate storage" facility. The intent of the rule is to further reduce the likelihood that a removed part could be inadvertently re-installed and another operator procedure that makes the removed part distinctive from serviceable parts should be considered as equivalent to a procedure to accomplish "separate storage" of parts..

RAA requests that Section 43.10(b)(4) be withdrawn.

There is no significant distinction between Section 43.10(b)(2) and Section 43.10(b)(4) so one of the provisions should be withdrawn as duplicative rulemaking.

5. Proposed Section 43.10(c)

RAA requests that Section 43.10(c) be withdrawn.

We read Section 43.10(c) as duplicating Section 43.10(b) so it should be withdrawn. The words "must ensure that the part is controlled" are in both provisions.

Your consideration of the comments and requests of RAA and its member's, is appreciated.

Sincerely,



Regional Airline Association
2025 M Street, NW
Suite 800
Washington, DC 20036-3309

Phone: (202) 367-1252
Fax: (202) 367-2252
Email: david_lotterer@dc.sba.com

David Lotterer
Vice President - Technical Services

Attachment

Attachment A- RAA Member Airlines

Company	City, State
Aeromar *	Mexico City, DF
Air Midwest	Wichita, KS
AirNet Systems	Columbus, OH
Air Nova *	Enfield, Nova Scotia, Canada
Air Ontario*	London, Ontario
Air Serv	Redlands, CA
Air Wisconsin	Appleton, Wis
Allegheny	Middletown, PA
American Eagle	Dallas, TX
Atlantic Coast Airlines	Dulles, VA
Atlantic Coast Jet	Dulles, VA
Atlantic Southeast	Atlanta, GA
Big Sky Airlines	Billings, MT
Cape Air	Hyannis, MA
CCAIR	Charlotte, NC
Champlain Air	Plattsburgh, NY
Chautauqua Airlines	Indianapolis, IN
Chicago Express	Chicago, Il.
Colgan Air	Manassas, VA
Comair	Cincinnati, OH
CommutAir	Plattsburgh, NY
Continental Express	Houston, TX
Corporate Air	Billings, Montana
Corporate Express	Nashville, TN
Eagle Aviation	Las Vegas, NV
Empire Airlines	Coeur d'Alene, ID
ERA Aviation	Anchorage, AS
Executive Airlines Inc.	San Juan, P.R.
Executive Airlines	Farmingdale, NY
Express Airlines I	Memphis, TN
Falcon Express	Tulsa, OK
Federal Express	Memphis, TN
First Air	Dallas, TX
Grand Canyon	Grand Canyon, AZ
Great Lakes Aviation	Bloomington, MN
Gulfstream Int'l	Miami Springs, FL
Horizon Air	Seattle, WA
Island Air	Honolulu, HI



Regional Airline Association
2025 M Street, NW
Suite 800
Washington, DC 20036-3309

Phone: (202) 367-1252
Fax: (202) 367-2252
Email: david_lotterer@dc.sba.com

Mesaba	Minneapolis, MN
Midway Airlines	RDU Int'l Airport, NC
North-South Airways	Atlanta, GA
Ozark Airlines	Columbia, MO
Pan Pacific	Mount Vernon, WA
Piedmont Airlines	Salisbury, MD
PSA Airlines	Vandalia, OH
Scenic Airlines	N. Las Vegas, NV
Seaborne Aviation	Christiansted, USVI
Servicios Aereos Litoral*	San Antonio, TX
Sedona (Aaron)	Seattle, WA
Shuttle America	Windsor Locks, CT
Skymark	Spokane, WA
Skyway Airlines	Oak Creek WI
Skywest	St. George, UT
Sunworld Int'l Airlines	Ft. Mitchell, KY
Tie Aviation	Jamaica, NY
Trans States	St. Louis, MO
Universal Airways	Houston, TX
Walker's Int'l	Ft. Lauderdale, FL

* RAA International Members