

TRANSPORT AIRCRAFT TECHNICAL SERVICES COMPANY, INC.

An Aircraft Remarketing Services Company

Providing Technical and Remarketing Services Since 1974

Serving as an FAA Designated Airworthiness Representative Since 1983

***** NEWSLETTER *****

MARCH — APRIL 2007

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ATOS — AIR TRANSPORTATION OVERSIGHT SYSTEM¹ . . . WE RECEIVED SOME INTERESTING COMMENTS TO THE ARTICLE IN THE LAST *NEWSLETTER*. My favorite is from a senior FAA executive *Good article on ATOS. In regards to the safety recommendation report that brought about CSET and ATOS it never said that we needed to reinvent the wheel just follow the existing guidance that we had.* In a later message he added *"Concur— it's not a regulation.*

Another favorite *"My PMI feels overwhelmed and concurs that the lack of funding and manpower dooms the program for small 121 operators. The only way he sees for any single PMI completing the assigned workload, in the timeline targeted by the head shed in D.C., is to sit at the computer and answer YES to every question. His integrity won't allow him to do that and I agree with him there."*

ATOS JOINS SO MANY OTHER WELL INTENDED FAA PROGRAMS IN THE *INACTIVE ARCHIVES* . . . Like the AGING AIRCRAFT Corrosion Prevention & Control Program, the Repair Assessment Program, the Supplemental Structural Inspection Program (whose failure by an FAA PMI to provide oversight caused the *Aloha incident*) and the inspections required by § 121.368 *Aging airplane inspections and records reviews*. At least one Air Carrier District Office has stated that these inspections, which may be performed by Designated Airworthiness Representatives (DAR)², will only be performed by a DAR who is an employee of the air carrier being reviewed. How about that for covering the *rear-ends* of both the PMIs and the air carrier! After an in-depth review of the regulations involved in the review and the suggested two days to accomplish the *structural spot inspections and focused records reviews* on a 24 year (or older) aircraft that may have been in service with several domestic or foreign air carriers (or management changes — even if the airplane has only been with one operator) I opted-out of applying for *Code 49*.

I RECEIVED THE FAA'S CHARLES TAYLOR "MASTER MECHANIC AWARD" ON MARCH 3, 2007. . . . *in appreciation for my dedicated service, technical expertise, professionalism, and many outstanding maintenance contributions, to further the*

¹ The principal article in the last NEWSLETTER.

² The DAR must have *Function Code 49 — Aging Airplane: Inspection and Records Review*. It allows a Designated Airworthiness Representative (DAR) or the Organizational Designated Representative (ODAR) to conduct *"...structural spot inspections and focused records reviews..."* required by the Aging Airplane Safety Rules (14 CFR parts 121, 129, and 135, sections 121.368, 129.33, 135.422, or 135.423).

2343 ESTATE GATE DRIVE — SAN ANTONIO, TEXAS 78260-2209

e-mail jim@tatsco.com — web site tatsco.com

PHONE 830-438-3817 — FACSIMILE 830-438-3816

cause of aviation safety. The FAA's finding was based on my activities during the 51 years since I earned my Airframe & Powerplant Certificate without incurring their wrath or dissatisfaction!

I was nominated by the San Antonio Flight Standards District Office — letters of recommendations were provided by several members of the Oklahoma City based Designee Training group (AFS 640). A senior FAA executive in Seattle and the formerly NUMBER ONE FAA MAINTENANCE GURU — NATIONAL RESOURCE SPECIALIST — LEO WESTON. Leo and I were both based in Germany during the Berlin Airlift. He was a flight engineer on the C-54s flying into Berlin and I maintained fighter aircraft guarding their *back sides* at a base near Munich. We both joined PAN AM — Leo in New York as a DC-6B flight engineer and I in San Francisco as a Boeing Stratocruiser (B-377) flight engineer. Leo retired about two years ago and I'll be following in about *10 years*³!

A client provided another recommendation letter *in 1983 when the Company elected to purchase a flight test Boeing 720B aircraft. We called Boeing to discuss support of the aircraft and development of a maintenance program for it, and the Boeing personnel told us to call Mr. Helms of TATSCO as they no longer supported the aircraft from Seattle.* We were able to locate a copy of the Maintenance Planning Data Document — MPD — for the 720B and prepare the Task Cards for all of the scheduled inspections. Another very interesting project.

During this time I have worked in some very limited work conditions, on very unusual projects, and for some very demanding clients. TATSCO has completed major projects for the United States Air Force (through their contractors), NATO and NASA in addition to domestic and foreign air carriers and large aircraft business jet conversions ranging from the Boeing 707 to the Lockheed L-1011-500. We have been involved in an airliner water bomber conversion project, passenger to freighter conversions, high altitude avionic “test beds” and the “Bill Clinton” — a USAF T-43A (B737-200) radar test airplane with a very large radar on the nose and another one on the tail (a prudent man does not fly head-on to another airplane to “look” at that airplane UP CLOSE!). We have worked with anti-missile defense systems projects for several commercial airplanes and helicopters flown by the military (our client L-1011 business jet had infra-red transmitters installed above the exhaust pipes for the three engines).

EASA — IS IT RUNNING SMOOTHLY OR ARE OPERATORS SENDING AEROPLANES TO EUROLAND STILL HAVING PROBLEMS? Consider the following invitation from our friend Patrick Goudou, EASA Executive Director (and a NEWSLETTER reader) as an opportunity to “find out for yourself”.

Date: 22 Mar 07 10:43:22
From: "Patrick Goudou" <Patrick.goudou@easa.europa.eu>
Sender: sarah.poralla@easa.europa.eu
Reply-To: sarah.poralla@easa.europa.eu
Subject: Invitation to the EASA conference in Prague, June 2007
To: jim@tatsco.com
X-pstn-levels: (S: 3.27901/99.90000 P:95.9108 M:97.0282)

³ In ten “somethings” – 10 weeks, months or . . .

X-pstn-settings: 2 (0.5000:0.5000) s gt3 gt2 gt1 p m
X-pstn-addresses: from <Patrick.goudou@easa.europa.eu> [1422/53]



Cologne, 22 March 2007

Dear Mr. Helms,

It is my pleasure to draw your attention to the 2007 EU-US International Aviation Safety Conference. Over the past years, this forum of international aviation safety expertise has established itself as a major event in the calendar of aviation professionals. Our host country this year is the Czech Republic and thus the Conference will be held in Prague from 5 to 7 June 2007, supported by the Czech Civil Aviation Authority.



As usual we are co-chairing the conference with the Federal Aviation Administration (FAA) and we have jointly put together what promises to be an exciting agenda that covers current interests and concerns of the aviation world. This year's focus is on the role of data sharing in the context of new regulatory challenges, technological developments and global collaboration. The overall theme of the conference is therefore: "How can open data sharing contribute to Global Aviation Safety?" We are very proud of the program and the distinguished group of experts that will speak at the event and would be delighted if you were to attend and join in the discussions.

I cordially invite you to visit our dedicated website under: <http://www.easa.europa.eu/conf2007> where you can find the draft Agenda for the conference as well as information on the venue, hotels and travel. This year you can register and pay the conference fee online, via our secure web shop using your credit card. At the time of registration you will also be asked to submit your "hot topic", a question of your particular interest in the area of aviation safety, that you would like to see discussed in a dedicated session of the same name.

I look forward to welcoming you in Prague.

Sincerely,
Patrick Goudou

Patrick Goudou
Executive Director

European Aviation Safety Agency
Postal address:
Postfach 10 12 53, D-50452
Cologne, Germany
Visiting address:
Ottoplatz 1, D-50679
Cologne, Germany
Tel.: +49 (0)221 8999 0000
Fax: +49 (0)221 8999 0999
E-mail: EU_US_Conf2007@easa.europa.eu
Website: <http://www.easa.europa.eu>

I have attended several of these conferences and have found them to be “worth the time and cost”. We have had several problems “put to rest” through the efforts of persons we have met at the meetings. We may not make the Prague meeting but it sounds like a great venue. Visit the EASA web site and review the agenda activities.

BOEING 737 CLASSIC SKIN CRACKS . . . OPERATORS ARE CONTINUING TO FIND CRACKS APPARENTLY CAUSED BY “SCRIBE LINES” MADE DURING THE ORIGINAL OR POST PRODUCTION PAINTING & MARKING TASKS.

DREAMLINER⁴ ORDERS PASS THE 500 MARK (514 as of April 4, 2007). While it appears to be a competent management team directing the production activities they are walking on a lot of uncharted ground — considering the major tasks being accomplished by sub-contractors spread-out around the world — the new materials and the percentage of composites used. The nearness of the first flight and early 2008 customer delivery is scary (and we are fearless).

New “type aircraft” are a challenge. We have audited the maintenance records of some of the first production 747s . . . we were awed by the number of post production fixes incorporated within the first six months. The 737 design is more than forty years old but post production problems continue to arise. As they say in Spanish Land — Vamos a Ver, we shall see.

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Jim Helms, President

⁴ We aren't Dreamliner fans — just another airplane — but the “flying wing” — 797 really interests us (more next issue).