

The MARPA Supplement

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Quick Notes:

- A selection of speaker presentations from the 2008 MARPA Conference is still available online at pmamarpa.com!
- MARPA's COS guidance is available *free of charge* on the MARPA website
- See the MARPA Blog at pmaparts.wordpress.com for expanded versions of supplement articles as well as discussions of:

◇ Presidential appointments affecting aviation policy

◇ Singapore to Host Low-Cost Airlines Conference in February

MARPA

2233 Wisconsin Ave., NW
Suite 503

Washington, DC 20007

Tel: (202) 628-6777

Fax: (202) 628-8948

Jason@WashingtonAviation.Com

President

Jason Dickstein

Associate Counsel

Jessica Stubbs

Board of Directors

Joshua Abelson (Chair)

John Hunter

Dennis Piotrowski

Rod Sands

Nate Dalton

Kent Whitmer

Bruce Johnson



MARPA 2009 Conference Updates Available Online

Curious about MARPA's plans for the 2009 MARPA Conference? Wondering what stage the planning process is in?

MARPA will be posting information about the 2009 Conference, scheduled to

be held September 29-October 1st at the Renaissance Hotel in Las Vegas, including sponsor names and sponsorship opportunities, information about past years' conferences, and registration forms for this year, as the planning process continues. To stay in

the know, check out the MARPA website at pmamarpa.com under the "Conference" tab.

Early conference registrants and MARPA members receive registration discounts, so act early and save some cash!

Textron Seeks to Purchase Superior Air Parts out of Bankruptcy

Aero-News Network reports that Texas-based Superior Air Parts has filed for bankruptcy and is seeking permission for a quick sale of its assets.

MARPA reviewed the bankruptcy documents. The proposed sale follows a December 31 bank-

ruptcy filing by Superior—wholly owned subsidiary of Textron and the parent corporation of Lycoming. Thus, Superior would become a sister company to Lycoming after the purchase, pending other internal changes.

The sale must be approved by the Bankruptcy Court

ered aircraft engines. Superior was one of the biggest suppliers of PMA parts for piston engines.

Superior's business model focused on supplying parts for Continental and Lycoming engines. Superior was also an OEM for the 180-horsepower Vantage Engine and owner-built XM-360 engines for various aircraft companies.

Check out presentations from the 2008 MARPA Conference online at <http://pmamarpa.com>!

ruptcy filing by Superior—the bankruptcy was filed so that the transaction could take place as an asset purchase, and the purchaser could take Superior's assets free of any debts or liabilities.

Court documents state that the proposed purchaser would be Avco, a

(Northern District of Texas) before it can go forward. The proposed asset sale would be for the sum of 11.5 million dollars.

Superior Air Parts, Inc. was founded in 1967 in order to supply the United States Air Force and commercial customers with replacement parts for piston pow-

In addition, Superior was a distributor of over 2,000 general parts purchased from other manufacturers to compliment its own product line.

What do you think about Avco's proposed purchase of Superior? You can comment on this article and others on the MARPA Web Log at pmaparts.wordpress.com.

Private Aviation Protests Proposed Rule Change

A Department of Homeland Security (DHS) proposed rule change that would extend the Transportation Safety Administration's (TSA) jurisdiction to include private aviation is meeting with criticism from the business aviation community. The proposed rule change was published in the Federal Register in October.

The proposed change would affect all aircraft defined as "large" by federal standards- meaning all aircraft weighing more than 12,500 pounds. This means that approximately 10,000 private aviation operators currently not subject to the TSA's jurisdiction would be affected. Currently, aircraft as large as commercial jetliners, if privately owned, are exempt.

The DHS argues that it should be irrelevant if an aircraft is commercial or privately owned, but that rather the aircraft's size should be the factor in

whether it is subject to certain security regulations.

The proposed rule change could place an onerous burden on smaller businesses. In order to expand its jurisdiction over private aviation in the manner proposed, the TSA would certify private security companies to oversee the aircraft operators. The expensive part of the rule change would be hiring security experts to conduct audits on private aircraft operations. The private aircraft operators would be expected to pick up approximately 83% of the cost of hiring the security experts, to the tune of an estimated \$193 million annually.

If this rule is passed, the increased cost for private aviation could mean that private operators put off upgrading their fleets and keep older planes flying longer. This could result in a greater demand from private aviation for PMA parts to service their older aircraft.

Airbus: Orders Exceed Forecast

Delays in production of Boeing's 787 Dreamliner may be aiding Boeing's chief competitor, Airbus. Airbus ended yet another year as the world's largest plane manufacturer, with Boeing coming in as second largest.

Airbus has indicated that it is receiving more orders for its A330 widebody plane, selling for a list price of \$200 million, than it had expected, possibly due to delays in Boeing's 787 production. Increased A330 orders may also reflect the delay in producing Airbus' own A350, an aircraft meant to rival the 787 but now not expected to enter

the market until 2013.

One example of an airline looking at options outside of Boeing's 787 is Singapore Airlines Ltd, which is leasing 19 A330s because the 787s it ordered from Boeing are not expected to arrive until 2011. Boeing's 787 production is approximately two years behind schedule, due to machinist's strikes and design problems.

Airbus received 129 orders for the A330 alone in the first eleven months of 2008, with 756 net orders ("net"

FAA To Offer Free SMS Presentation

As you may be aware, the FAA's Aircraft Certification Service (AIR) is working on the development of Safety Management System (SMS) requirements. On February 26th, in Washington DC, Mark Fulmer of the FAA will be presenting a discussion of the FAA's work on SMS requirements thus far.

The presentation will consist of the AIR Safety Management Program Team (SMPT) providing an overview of AIR's SMS development activity as well as AIR's vision for the future of working in a SMS based environment, followed by a discussion seeking input from the industry on how the FAA and industry can work together.

If you are interested in attending this meeting, please contact MARPA at (202) 628-8947 or info@washingtonaviation.com.

taking into account cancellations) during that time. In contrast, Boeing received 662 net orders during the same period.

Boeing has remained optimistic about future orders for the 787, indicating that it believes the ordering tide will turn in Boeing's favor as more airlines become prepared to wait for the longer range, more fuel efficient 787. As airlines face the pressures of declining travel and a global economic recession, the benefits of waiting for the 787 may outweigh the detriments.

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Don't forget to check out the MARPA Web Log (Blog) online at pmaparts.wordpress.com or through our homepage (www.pmamarpa.com). Sign up for updates via email or RSS feed!