



# THE VIEW FROM WASHINGTON

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## Forecast for the 2008 AEA Regional Meetings

**T**ravel expenses are up and the economy is down, and here we are talking about another expense. Hopefully, training is an annual budgeted expense — something figured in as part of your operating expenses. If not, it should be.

We know the Federal Aviation Administration requires that each repair station must have an employee training program, which ensures each employee assigned to perform maintenance, preventive maintenance or alteration and inspection functions is capable of performing his or her assigned tasks (14 CFR 145.163, “Training Requirements”).

While the requirement for an “approved” training program is fairly new, the requirements for training are not.

It has been a long-standing requirement for each supervisor to be trained in or thoroughly familiar with the methods, techniques, practices, aids, equipment and tools used to perform maintenance, preventive maintenance or alterations (14 CFR 145.153b, “Supervisory Personnel Requirements”), and for individuals performing inspections to be thoroughly familiar with the applicable Federal Aviation Regulations, as well as being familiar with the inspection methods, techniques, practices, aids, equipment and tools used to determine the airworthiness of the article (14 CFR 145.155a, “Inspection Personnel Requirements”).

Add to these requirements the re-

quirement for repair stations outside the United States, which states each individual authorized to approve an article for return-to-service must be thoroughly familiar with the applicable Federal Aviation Regulations and proficient in the use of the various inspection methods, techniques, practices, aids, equipment and tools appropriate for the work being performed and approved for return-to-service (14 CFR 145.157b, “Personnel Authorized to Approve an Article for Return-to-Service”).

Training is neither new nor unique; it is part of the normal operations of every repair station. The question is: Where do you get your training?

I hope the answer is your Association, the Aircraft Electronics Association. If not, I truly would like to know why not. If we are not providing you with the training required by the FARs, let me know and we can look at ways to meet your needs. This is, after all, your Association.

The AEA provides a variety of training: the monthly *Avionics News* magazine; the annual AEA International Convention & Trade Show; six annual regional meetings and training seminars; AEA support of FAA district (IA renewal) seminars; and training at various schools and other venues.

Two training opportunities I would like to focus on this month are this monthly publication, *Avionics News*, and the annual AEA regional meetings and training seminars.

### **Avionics News Magazine**

You are reading this article so you read *Avionics News*, but do you capture all of the training opportunities your Association provides in the magazine? While the magazine is full of new products, business information and industry highlights, let me highlight the four magazine sections written each month that provide regulatory, technical and human factors information.

- “The View From Washington” is my monthly column with an update on the “hot” issues at the time. Primarily my editorials are written from Washington, D.C., but I also cover issues that arise in Europe, Canada and the South Pacific at various times throughout the year. This column almost always contains some references to the Federal Aviation Regulations or the regulations of other National Aviation Authorities.

- “International News and Regulatory Updates” offers just what its name implies. The AEA is an organization with membership from 39 different countries, and we try to capture the important regulatory issues in the major regions of AEA membership each month. We also answer two “Frequently Asked Questions” in this section of the magazine each month: one from the U.S. regulatory structure and one from international regulations.

- “Legal Ease,” the monthly column written by the AEA’s legal counsel, Jason Dickstein, deals with various legal issues. Often, Dickstein’s column ad-

dresses business, regulatory, legislative or commercial issues discovered during shop visits or through member discussions with AEA staff. This article should be considered part of each member's continuous improvement program.

• "Notes, Cautions, and Warnings" is written from a safety perspective — sometimes industrial safety, sometimes aviation safety and sometimes environmental safety. It always is written to help shop owners and managers, as well as technicians, stop and evaluate their environment with the intent to make their shops, processes and procedures a little safer. The AEA represents more than 1,300 companies. If by highlighting an error with one member, we can help 1,299 others not make the same mistake, the training we provide is successful. This is one of the benefits of human factors training.

In addition, the AEA offers an annual end-of-the-year exam to "measure" the effectiveness of the training provided by *Avionics News* during the previous calendar year, as required by an approved training program. This training alone easily accounts for eight hours a year for each technician.

### **AEA Regional Meetings**

The AEA's regional meetings are a cost-effective source of training with seven meetings offered each year throughout the world, including in three

different cities in the United States, one location in Europe, one in Canada and one in the South Pacific.

Five regional meetings are taking place this fall, including the AEA East Meeting in Savannah, Ga.; the AEA Central Meeting in Kansas City, Mo.; the AEA West Meeting in Reno, Nev.; AEA Canada in Calgary; and AEA South Pacific in Australia. For more information or to register for an AEA regional meeting, visit [www.aea.net](http://www.aea.net).

Each regional training schedule is slightly different, so be certain to check the schedule for each location. For instance, in the U.S., the AEA will offer a four-hour training session on EASA regulations and EASA Part 145 certification on the Wednesdays prior to the regularly scheduled regional meetings in Savannah and Reno, but not in Kansas City.

Overall, the regional meetings offer eight hours of "optional" training on the day prior to each regional meeting in each location (except Australia). Thursday sessions open with three hours of regulatory training. This training presents an hour-and-a-half review of the latest proposed regulations, such as the changes to repair station regulations, and final rules, such as the changes to Part 21, which affects parts produced during maintenance and parts sold by shops. Then, there is an hour-and-a-half "Back to Basics" review of

the uses and procedures for completing an FAA Form 337.

Following the three-hour regulatory session in the morning, there is three hours of technical information from avionics equipment manufacturers, which is split by a working lunch.

During Friday sessions, there are four, four-hour technical training sessions: two in the morning and two in the afternoon.

For the shop taking advantage of these training opportunities, there are 22 hours of regulatory and technical training available at each of the AEA regional meetings — which is tough to beat. With competing topics and overlapping sessions, you might consider bringing a second person with you if you don't already.

If you need regulatory training, the AEA has it. If you need training on new products, the AEA has it.

How about tools and equipment? Procedures and processes? Yep, the AEA does those, too.

Mike Adamson, vice president of member programs and education for AEA, and the AEA team have done a stellar job of putting together the best three-day training opportunities in the industry. Will you be there? □

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*If you have comments or questions about this article, send e-mails to [avionicsnews@aea.net](mailto:avionicsnews@aea.net).*

### **AEA 2008 REGIONAL MEETINGS**

AEA Canada Meeting	Calgary, Alberta	Sept. 3 - 5, 2008
AEA East Meeting	Savannah, Ga.	Sept. 10 - 12, 2008
AEA Central Meeting	Kansas City, Mo.	Sept. 24 - 26, 2008
AEA West Meeting	Reno, Nev.	Oct. 22 - 24, 2008
AEA South Pacific Meeting	Palm Cove, Australia	Nov. 13 - 14, 2008

For more information about the 2008 AEA regional meetings, visit the AEA website at [www.aea.net/regional](http://www.aea.net/regional).