

# MINEFIELD AVOIDANCE

# FOR Aviation Technicians

## **COURSE GOALS**

1. TO RECOGNIZE FAR MINEFIELDS.

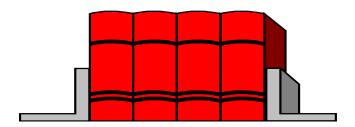
2. TO ENCOURAGE SELF STUDY OF THE FAR.

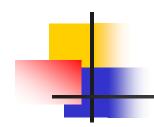
3. PROMOTE PROFESSIONALISM.



# MINEFIELD #1

#### MINEFIELD DESIGN





### MINEFIELD #1

PROBLEM: SOMETIMES WE FIND **OURSELVES LOST IN REGULATORY** MINEFIELDS BECAUSE MOST OF THE TIME WE THINK WE KNOW THE FAR WE ARE WORKING TO -----BUT IN REALITY WE DON'T.



# MINEFIELD #1: THE DESIGN OF THE FAR

- CAUSE: TECHNICIANS STUDY THE FAR ONLY THREE TIMES IN OUR CAREERS:
- 1. TO PASS THE FAA TESTS.
- 2. WHEN WE ARE IN TROUBLE.
- 3. WHEN WE WANT SOMETHING.

### FAR DESIGN OVERVIEW

- THE FEDERAL AVIATION ACT OF 58 IS NOW IN TITLE 49 OF THE US CODE
- FAR IS DIVIDED INTO: CHAPTERS,

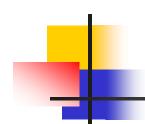
PARTS, SUBPARTS
AND SECTIONS

### FAR DESIGN OVERVIEW

• FAR PARTS AND SECTIONS ARE IDENTIFIED BY <u>ODD NUMBERS</u> SO NEW PARTS OR SECTIONS CAN BE ADDED AS NEEDED.

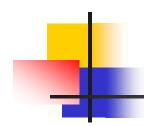
(REF: PARTS -1, 21, 43, 91 ETC. SECTIONS -43.1 43.5, 43.9 ETC)



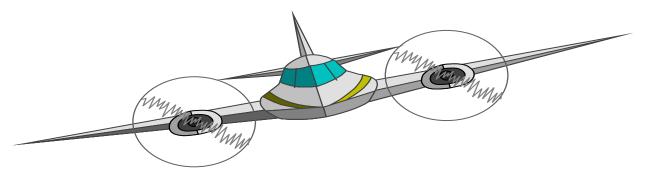


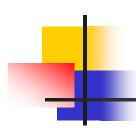
- FAR 39 AND FAR 43 DEAL WITH MAINTENANCE AND STANDARDS.
- FAR 45 AND 47 CONCERNS MARKINGS AND REGISTRATION.
- FAR 61 AND 65 CONCERNS AIRMAN CERTIFICATION.





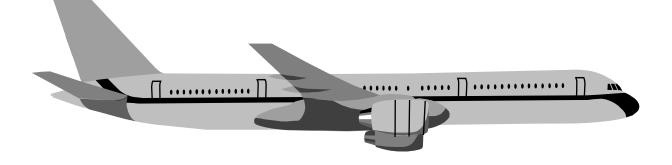
 PART 91 CONTAINS INSPECTION, RECORD KEEPING REQUIREMENTS, AND EQUIPMENT REQUIREMENTS FOR DIFFERENT OPERATIONS.





#### **FAR DESIGN**

 PART 119 THROUGH PART 147 SETS ORGANIZATIONAL DESIGN REQUIREMENTS AND ADDITIONAL PERFORMANCE STANDARDS.



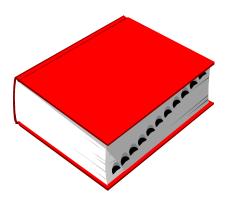


#### FAR DESIGN

VERY FEW RULES STAND ALONE. MANY INTERFACE: (E.G., AN **ANNUAL INSPECTION IS** REQUIRED BY 91.409 AND MUST BE PERFORMED IN ACCORDANCE WITH 43.11, 43.13, AND 43.15)



# THE MEANING OF WORDS



# MINEFIELD #2 THE MEANING OF WORDS

PROBLEM: OVER TIME MECHANICS ATTACH THEIR OWN MEANING TO WORDS THAT ARE USED IN THE FAR. IN MANY CASES THEIR MEANING IS USUALLY DIFFERENT THAN THE LEGAL DEFINITION OF THE WORD.



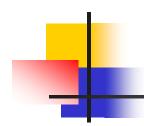
#### FOR EXAMPLE

HAVE YOU EVER HEARD THIS EXPRESSION?
 "AS LONG AS THE REPAIR IS <u>EQUAL</u>
 TO ---- OR BETTER THAN---- THE
 ORIGINAL" --- YOU ARE LEGAL!



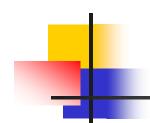
## MINEFIELD #2

"BETTER THAN" IS A CORRUPTION OF FAR SECTION 43.13 (b) WHICH SAYS THE WORK MUST BE "EQUAL TO" THE ORIGINAL. IF YOU MADE THE REPAIR "BETTER THAN" YOU PERFORMED AN ALTERATION.



#### ANOTHER EXAMPLE

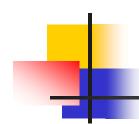
• "AN OVERHAULED ENGINE AND A REBUILT ENGINE ARE THE SAME THING. BOTH ENGINES HAVE TO MEET MANUFACTURER'S SPECS."



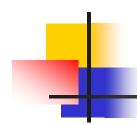
## MINEFIELD #2

- OVERHAULED: MEANS IT MUST BE CLEANED, INSPECTED, REPAIRED AS NEEDED AND IT MEETS SERVICE LIMITS.
- REBUILT: IS THE SAME AS
   OVERHAULED, EXCEPT IT MUST MEET
   NEW PART LIMITS (REF: 43.2)

# STILL ANOTHER EXAMPLE



I AM A LICENSED AIRFRAME AND **POWERPLANT MECHANIC WITH CLEARLY DEFINED PRIVILEGES AND** LIMITATIONS AS IDENTIFIED IN THE FEDERAL AVIATION **REGULATIONS.** 



#### ANSWER:

THE FAA NEVER "LICENSES" ANYONE. YOU ARE A CERTIFICATED MECHANIC OR A CERTIFICATED PILOT. IF YOU WERE "LICENSED" IT MEANS THE FAA IS LIABLE UNDER TORT LAW FOR ANY MISTAKES YOU MAKE.



# MINEFIELD #2

- CYCLES: MEAN DIFFERENT THINGS TO DIFFERENT MANFACTURERES. SUCH AS:
- A ENGINE START IS A CYCLE
- A START + A TAKE OFF AND LANDING IS A CYCLE.
- A START AND SHUT-DOWN IS A CYCLE.



"AIRWORTHY"

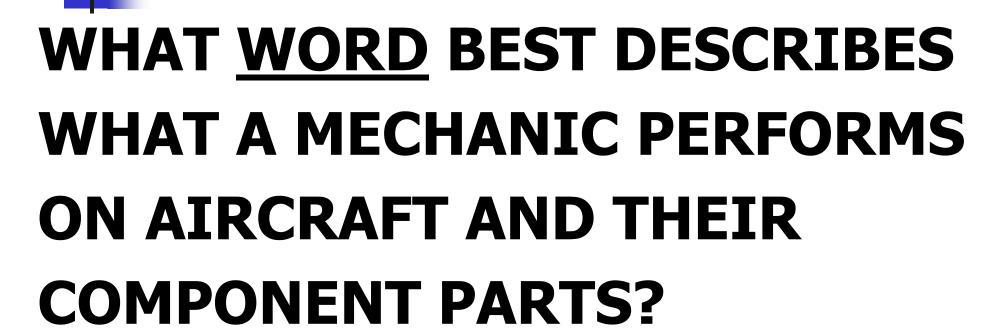




### AIRWORTHY:

 IS WHEN AN AIRCRAFT OR ONE OF ITS COMPONENT PARTS MEETS IT'S TYPE DESIGN OR PROPERLY ALTERED CONDITION AND IS IN A CONDITION FOR SAFE OPERATION. (ref: NTSB case law)

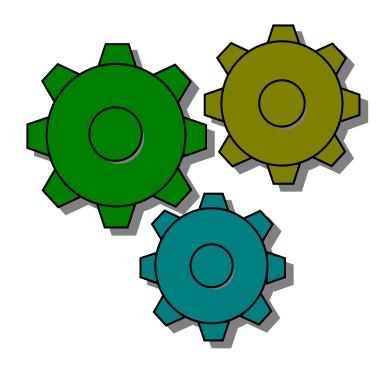


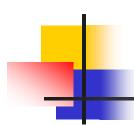




## ANSWER:

# **MAINTENANCE**

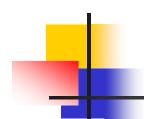




# **QUESTION?**

# **DEFINE THE WORD:**

# "MAINTENANCE"



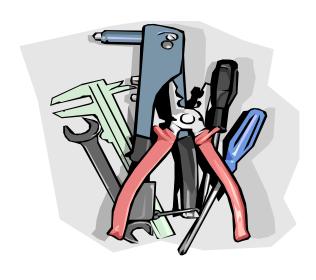
# MAINTENANCE IS:

THE INSPECTION, OVERHAUL, REPAIR, PRESERVATION AND THE REPLACEMENT OF PARTS, BUT **EXCLUDES PREVENTIVE** MAINTENANCE.



# QUESTION?

# DEFINE THE WORDS: "PREVENTIVE MAINTENANCE."



## PREVENTIVE



### **MAINTENANCE**

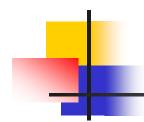
 MEANS SIMPLE OR MINOR PRESERVATION OPERATIONS AND THE REPLACEMENT OF SMALL STANDARD PARTS NOT INVOLVING COMPLEX ASSEMBLY OPERATIONS



# **ANOTHER QUESTION?**

# WHERE ARE THE TERMS: "MAINTENANCE AND PREVENTIVE MAINTENANCE"





#### **ANSWERS**

# IN FAR 1 "DEFINITIONS ARE FOUND IN FAR 1 "DEFINITIONS AND ABBREVIATIONS."



#### ANSWER:

■ FAR 1. IS YOUR <u>AVIATION DICTIONARY</u>
BEFORE YOU <u>TAKE A TEST</u>, OR <u>LOOK</u>
FOR A LOOP HOLE, OR <u>GET SOMETHING</u>
FROM THE FAA IT WOULD BE A GOOD
IDEA TO LOOK THIS FAR OVER.



# WHO ARE WE, AND WHAT DO WE DO?



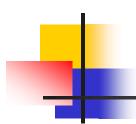
# I BET SOME OF YOU ARE SITTING THERE NOT AWARE THAT YOU ARE IN VIOLATION OF A FAR!

# THAT FAR IS:

FAR 65.21 IS: CHANGE OF ADDRESS REQUIREMENT. YOU HAVE 30 DAYS TO NOTIFY THE: FAA AIRMAN

CERTIFICATION BRANCH
P.O. BOX 25082
OKC, OK 73125

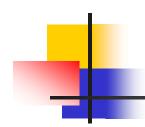




### WHAT WE DO!

 A&P TECHNICIANS AND REPAIRMAN "APPROVE" THE AIRCRAFT OR THEIR COMPONENT PARTS FOR RETURN TO SERVICE ONLY.

A&P TECHNICIANS DO NOT "RETURN THE AIRCRAFT OR COMPONENT PARTS FOR RETURN TO SERVICE." REF: 43.9-11



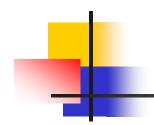
# **QUESTION:**

WHAT TWO JOB FUNCTIONS CAN AN A&P <u>CANNOT PERFORM</u> UNDER THE PRIVILEGES OF HIS OR HER CERTIFICATE?



#### ANSWER:

AN A&P CANNOT PERFORM MAJOR REPAIRS OR MAJOR ALTERATIONS TO PROPELLERS OR INSTRUMENTS. (REF: 65.81)



#### MINEFIELD #3

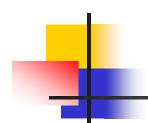
#### MAJOR REPAIRS AND MAJOR ALTERATIONS.

- IT IS THE <u>TECHNICIAN</u> NOT THE ENGINEER WHO DETERMINES IF THE REPAIR OR ALTERATION IS MAJOR OR MINOR.
- FIS PROGRAM, WHO IS RESPONSIBLE FOR AIRWORTHINESS OF THE AIRCRAFT.
- GMM III.72 THE DOM HAS SOLE RESPONSIBILITY!

#### MINEFIELD #4

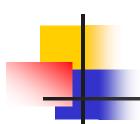
#### THE DATA TRAP





#### WHAT IS DATA?

- DATA IS WHAT WE USE TO PERFORM MAINTENANCE.
- DATA CAN BE PICTURES, DRAWINGS, SCHEMATICS, CALCULATIONS, WEIGHT AND BALANCE, ETC.



#### TWO KINDS OF DATA

- ACCEPTABLE DATA WHICH IS USED FOR ALL MAINTENANCE EXCEPT MAJOR REPAIRS AND MAJOR ALTERATIONS (REF: 43.13)
- APPROVED DATA WHICH IS USED FOR MAJOR REPAIRS/ALTERATIONS
   (REF: 65.95, 121.379, 135.437, 145.51)



#### ACCEPTABLE DATA

- AC 43.13-1B AND 2A
- MANUFACTURER'S MANUALS FOR AIRCRAFT TC AFTER JAN 1, 1980.
- SERVICE BULLETINS
- PART 121 AND PART 135 MANUALS



#### APPROVED DATA

- TYPE CERTIFICATE (T.C.) DATA OR DRAWINGS
- S.T.C.
- AIRWORTHINESS DIRECTIVES
- DER/DAS APPROVED DATA
- APPLIANCE MFR'S MANUAL
- ANYTHING STAMPED FAA APPROVED.

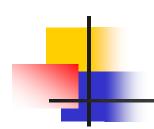


MANUFACTURER'S MANUALS FOR AIRCRAFT ORIGINALLY TC PRIOR TO JAN 1, 1980. (NEW POLICY FOUND IN FAA NOTICE 8300.119)



# AC 43.13-1B "APPROVED DATA FOR MAJOR REPAIRS

- **APPROPRIATE** TO THE PRODUCT.
- APPLICABLE TO THE REPAIR BEING MADE.
- <u>NOT CONTRARY</u> TO MFR'S DATA.
- IDENTIFY THE AC DATA BY CHAPTER ,PAGE, AND PARAGRAPH IN BLOCK 8 OF THE FORM 337.



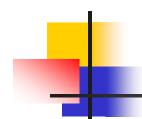
#### AC 43.13-1B MINEFIELDS

- DO NOT USE REPAIR DATA IN THE AC FOR <u>ALTERATIONS</u>.
- DO NOT USE THE DATA TO REPAIR PRESSURE VESSELS.
- DO NOT GIVE INCORRECT AC DATA REFERENCES ON THE FORM 337.



### SIGNING YOUR LIFE AWAY





#### **PROBLEM:**

# MOST TECHNICIANS ARE NOT AWARE OF WHAT RESPONSIBILITIES THEY CARRY WHEN THEY SIGN OFF WORK OR PERFORM AN INSPECTION.



#### **MAINTENANCE ENTRY:**



REF: 43.9

- A DESCRIPTION OF OR A REFERENCE TO THE DATA USED (ACCEPTABLE DATA).
- DATE OF COMPLETION OF THE WORK.
- NAME OF THE PERSON PERFORMING THE WORK.. (REF: 43.3)
- NAME & SIGNATURE OF THE ONE APPROVING IT FOR RETURN TO SERVICE



N1234A AIRFRAME LOG

P. 112

3/15/04 TACH: 2272.8 REPLACED LEFT BRAKE ASSEMBLY, "O"RING AND BRAKE PADS IN ACCORDANCE WITH SKYFLASH PARTS AND MAINTENANCE MANUAL, CHAPTER 12, PAGE 67, REVISION 41, ALL WORK PERFORMED BY JOE KLEIN. OPERATIONAL CHECK OK.

PATRICK POTEEN(SIG)
CERT II

#### HEY! HAVE YOU NOTICED!

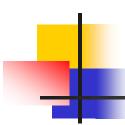


- THE RULE DOES NOT GIVE A FORMAL APPROVAL FOR RETURN TO SERVICE STATEMENT.
- BUT FAR 43.9 (A)(4) SAYS THE SIGNATURE OF THE CERTIFICATED TECHNICIAN CONSTITUTES THE APPROVAL FOR RETURN TO SERVICE.

# INSPECTION ENTRY: REF: GMM III.21.10.J

- TYPE OF INSPECTION AND A BRIEF DESCRIPTION.
- TOTAL TIME IN SERVICE.
- DATE.
- SIGNATURE AND CERTIFICATE NUMBER OF THE INDIVIDUAL WHO APPROVES OR DISAPPROVES THE AIRCRAFT OR PART.

#### SAMPLE INSPECTION ENTRY.



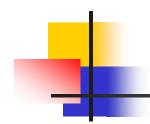
"THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER OR APPLIANCE IDENTIFIED ABOVE WAS INSPECTED AND REPAIRED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE."



■ FAR 21.50 TALKS ABOUT MANUALS FOR CONTINUING AIRWORTHINESS. IF AN STC WAS APPLIED FOR AFTER JAN. 28, 1981 IT SHOULD HAVE A MANUAL FOR CONTINUING AIRWORTHINESS.

**BUT WHAT DOES IT MEAN?** 





#### FAR 21.50 MINEFIELD

THIS MEANS THAT IF YOU DO NOT USE THE STC MANUAL FOR CONTINUING **AIRWORTHINESS YOU HAVE NOT** PERFORMED A VALID INSPECTION BECAUSE THE STC INSTALLATION WAS NOT PROPERLY INSPECTED BUT YOUR SIGNATURE SAYS THAT YOU DID!



# WILL YOU EVER SEE YOU FRIENDS AND FAMILY AGAIN?

# HOW LONG DOES THE FAA HOLD YOU RESPONSIBLE?

- YOU ARE HELD RESPONSIBLE FOR THE MAINTENANCE PERFORMED UNTIL THE WORK IS:
- DAMAGED
- ALTERED
- REMOVED OR EXCEEDED ITS LIFE LIMIT
- REPAIRED OR INSPECTED



THE TECHNICIAN IS HELD RESPONSIBLE UNTIL:

"THE INK ON THE INSPECTION RECORD KEEPING ENTRY DRIES."



### WHEN YOU DECLARE THE AIRCRAFT "AIRWORTHY."

FAA KNOWS THAT THERE IS NO WAY
THAT A TECHNICIAN CAN ENSURE THE
AIRWORTHINESS OF THE AIRCRAFT
ONCE IT LEFT HIS OR HER CARE.



#### WHAT'S THE CATCH?

WHEN YOU DO AN INSPECTION YOU BUY THE PAST OR THE SPECIFIC AREA'S INSPECTED BY TASK---NOT THE FUTURE. WHAT YOU ARE SAYING THAT EVERY INSPECTION, REPAIR, ALTERATION, AD, FIELD APPROVAL, STC THAT HAS BEEN DONE TO THE AIRCRAFT SINCE DAY ONE, IS "AIRWORTHY"

# SIGNING OFF AN UNAIRWORTHY AIRCRAFT

TECHNICIANS MAKE YES / NO DECISIONS.

THE AIRCRAFT IS AIRWORTHY OR NOT.



#### PERFORMANCE STANDARDS



#### WHAT STANDARDS MUST WE MEET ?

THERE IS ONLY ONE REGULATION THAT SETS THE "CORE STANDARDS" OF OUR PROFESSION.

**SECTION 43.13 PERFORMANCE RULES** 



FIRST PARA: MECHANICS SHALL USE THE METHODS, TECHNIQUES, AND PRACTICES IN THE "CURRENT" MFG INSTRUCTIONS AND USE TOOLS, **EQUIPMENT AND TEST APPARATUS IN ACCORDANCE WITH ACCEPTED INDUSTRY PRACTICES.** 

#### SEC: 43.13 SECOND

#### **PARAGRAPH**

EACH PERSON PERFORMING MAINTENANCE SHALL DO THE WORK IN **SUCH A MANNER AND SUCH A QUALITY** THAT THE CONDITION OF THE PART **WORKED ON WILL BE AT LEAST EQUAL** TO ITS ORIGINAL OR PROPERLY **ALTERED CONDITION.** 



PART 121, 127, 129, AND 135OPERATORS

MAINTENANCE MANUALS CONSTITUTE AN ACCEPTABLE MEANS OF COMPLIANCE WITH THIS RULE.

# A MAINTENANCE RELEASE HAS TWO PARTS.

- A SIGNED COPY OF THE WORK ORDER SHOWING THE DATA USED.
- APPROVAL FOR RETURN TO SERVICE STATEMENT.
- CAN BE ON ONE DOCUMENT OR ON TWO.
   (E.G. A TAG AND A WORK ORDER)

# AN AIRWORTHINESS RELEASE OR A 8130.3 TAG IS NOT:

AN APPROVAL TO INSTALL THE PART ON THE AIRCRAFT.

PART ELIGIBILITY MUST BE DETERMINED BY THE MECHANIC.



#### **APPROVED PARTS?**

# PUT A BAD PART ON A GOOD AIRPLANE AND IT IS THE END OF A PROMISING CAREER.

- THERE ARE THREE KINDS OF AIRCRAFT PARTS:
- APPROVED---TSO, PMA, PHA, ETC.
- UNAPPROVED----NO PAPER WORK
- COUNTERFEIT----FRAUD



## WHAT KIND OF PARTS CAN I PUT ON AN AIRCRAFT?

#### **SECTION: 21.303 SAYS:**

- PMA PARTS.
- PRODUCTION HOLDER APPROVAL PARTS.
- TSO PARTS.
- OWNER PRODUCED PARTS.
- STANDARD PARTS & USED PARTS



#### HOW ARE <u>PMA PARTS</u> IDENTIFIED ?

- THE NAME OF THE MFG.
- TRADEMARK OR SYMBOL.
- PART NUMBER.
- NAME AND MODEL DESIGNATION FOR EACH CERTIFICATED PART THE PMA PART IS ELIGIBLE FOR INSTALLATION.

## HOW ARE <u>PRODUCTION</u> HOLDER APPROVED (PHA) PARTS IDENTIFIED ?

- DATA PLATE.
- PART NUMBER OR SERIAL NUMBER.
- PHA INVOICE.
- LETTER OF DIRECT SHIP AUTHORITY FROM PHA TO VENDER THAT ACCOMPANIES THE PART.

#### HOW ARE <u>TSO PARTS</u> IDENTIFIED ?

- NAME AND ADDRESS OF THE MFG.
- NAME, TYPE, PART NUMBER OR MODEL.
- SERIAL NUMBER OR DATE OF MFG. OR BOTH.
- APPLICABLE TSO NUMBER

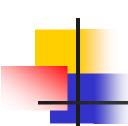


## **OWNER PRODUCED PARTS OVERVIEW:**

- MUST HAVE APPROVED DATA TO BUILD THE PART----FIELD APPROVAL?
- OWNER MUST TAKE PART IN THE PROCESS---INSPECTOR--HELPER--ETC.
- YES THE MECHANIC CAN WORK AS THE OWNER'S AGENT AND HELP BUILD THE PART.



OWNER MUST SIGN THE LOG BOOK STATING THAT THE PART IS OWNER PRODUCED, WHAT DATA WAS USED TO MAKE THE PART, AND SIGN A STATEMENT THAT IT IS AIRWORTHY.



## OWNER PRODUCED PARTS INSTALLATION.

- THE PART <u>CAN BE INSTALLED</u> BY AN A&P MECHANIC WHO IS RESPONSIBLE ONLY FOR THE INSTALLATION, NOT FOR THE MANUFACTURER OF THE PART.
- IF THE AIRCRAFT IS SOLD. THE AIRWORTHY PART STAYS ON THE AIRCRAFT. IT DOES NOT HAVE TO BE REMOVED.

## INSTALLING FOREIGN MADE PARTS

- 8130.3 TAG FROM A FAA FOREIGN PART 145 REPAIR STATION.
- JAA FORM 1 TAG.
- NEW PARTS FROM COUNTRIES WITH A BILATERAL AIRWORTHINESS AGREEMENT WITH THE COUNTRY OF MANUFACTURE.

## HOW ARE STANDARD PARTS IDENTIFIED ?

- STANDARD PARTS ARE USUALLY TOO SMALL OR IMPRACTICAL TO MARK..
- HOWEVER THE TAG, BAG, OR BOX THEY ARE KEPT IN SHOULD SHOW THE MIL SPEC. PMA, OR TSO NUMBER, PART OR INVOICE NUMBER THAT IDENTIFIES WHERE THAT PART CAME FROM.

## HOW ARE REPAIRED PARTS IDENTIFIED ?

- MAINTENANCE RELEASE FROM A REPAIR STATION.
- FAA FORM 337.
- 8130-3 AIRWORTHINESS TAG.
   DATA USED FOR THE REPAIR.
   RETURN TO SERVICE STATEMENT FROM A FAA CERTIFICATED PERSON.

#### **USED PARTS CHECK LIST**

- AD STATUS?
- SERVICE BULLETINS STATUS?
- LIFE LIMIT?
- SHELF LIFE?
- RETURN TO SERVICE DATE?
- IMPORT / EXPORT DOCUMENTATION?



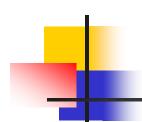


- CONDITION AND PRESERVATION.
- NAME OF PERSON WHO REMOVED THE PART.
- "N" NUMBER AND SERIAL NUMBER OF THE AIRCRAFT IT CAME FROM, IF POSSIBLE.
- TOTAL TIME OF THE PART IF POSSIBLE.



#### PARTS THAT YOU SHOULD BE WARY OF.

- SURPLUS PARTS/LIKE NEW CONDITION
- MILITARY PARTS.
- PUBLIC AIRCRAFT PARTS.
- PARTS INVOLVED IN ACCIDENTS. (FIRE, SUDDEN STOPPAGE, HARD LANDING)
- SALVAGED OR "AS IS" CONDITION.



## PARTS THAT YOU SHOULD BE WARY OF:

THE TOO GOOD TO BE TRUE CHEAP PART IS USUALLY:

HAS NO PAPERWORK OR IS

A MANUFACTURER'S REJECT OR IS

A COUNTERFEIT OR IT IS

UNAIRWORTHY OR IT

IS STOLEN.





IF YOU THINK YOU HAVE A BAD PART: TELL YOUR SUPERVISOR!

#### MINEFIELD #8

#### **PROFESSIONALISM**



#### A PROFESSIONAL IS:



- **TRUSTED.**
- HIGHLY TRAINED.
- RECURRENT TRAINING.
- MEETS HIGH ETHICAL AND PERFORMANCE STANDARDS.
- RECOGNIZED BY HIS/HER PEERS.



# A PROFESSIONAL MAINTENANCE WORK FORCE IS THE BACKBONE, MUSCLE AND HEART OF THE AVIATION INDUSTRY

## SADLY, THERE ARE PEOPLE WHO WILL ASK YOU TO SELL YOUR PROFESSIONAL AND ETHICAL VALUES.







- HEY JOE, HOW BOUT SIGNING OFF THE AD, THE BOSS HAS TO GO TO SEATTLE AND YOU CAN TAKE CARE OF IT WHEN HE GETS BACK.----OR:
- FRED, CLOSE UP THE ENGINE, SIGN OFF THE REPAIR, THE LEAK WILL BE FIXED AT THE NEXT LINE STATION.

#### IT WILL HAPPEN LIKE THIS:

- MARGE, PUT ON THE PART ANYWAY, THE PAPERWORK IS AROUND HERE SOME WHERE.
- LEO, FUDGE THE INSPECTION TIME BY ABOUT 25 HOURS TO KEEP THE FEDS FROM KNOWING THAT WE RAN OVER.

#### IF YOU <u>DON'T SELL</u> YOUR PROFESSIONAL VALUES YOU WILL BE:

- CALLED A TROUBLE-MAKER
- CALLED A FOOL
- CALLED " NOT A TEAM PLAYER"
- CALLED "SCARED OF THE FEDS"
- YOU COULD BE: "FIRED."
- OR YOU COULD BE MOVED TO ANOTHER POSITION.



- WOULD BE STILL BE A PROFESSIONAL AND AN ASSET TO OUR INDUSTRY.
- **AND YOU WOULD SLEEP BETTER AT NIGHT.**

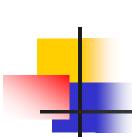


• YOU WOULD BE IN VIOLATION OF:
FAR 43, SECTION 43.12
MAINTENANCE RECORDS:
FALSIFICATION, REPRODUCTION
AND ALTERATION,



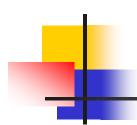
#### IF FOUND GUILTY:

DEPENDING ON THE SERIOUSNESS OF THE VIOLATION YOUR A&P OR TECHNICIAN CERTIFICATE COULD BE SUSPENDED OR REVOKED OR YOU COULD BE FINED, OR BOTH,-------OR YOU COULD GO TO JAIL UNDER CIVIL LAW.





SINCE AVIATION SAFETY DEPENDS ON THE ACCURACY OF THE PREVIOUS MECHANIC'S LOG BOOK ENTRY, THE FAA TAKES A VERY DIM VIEW OF A MECHANIC WHO AUTOGRAPHS A LIE.



#### **SUGGESTIONS:**

- LEARN NEW SKILLS
- GET RECURRENT TRAINING
- PARTICIPATE IN THE FAA AWARDS PROGRAM.
- **LOOK INTO ENMU-R 2 YEAR ONLINE TRAINING.**

## SUMMARY: THIS COURSE WAS DESIGNED TO:

- MAKE MECHANICS AWARE OF REGULATORY MINEFIELDS.
- INCREASE COMPLIANCE WITH THE FAR.
- INCREASE PROFESSIONALISM.
  HOW DID WE DO?



#### THANK YOU FOR YOUR TIME

THE END