



FAA Product Designees Newsletter

A Bi-Annual Journal for DARs, DMIRs & ODA Unit Members

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Communication

By

Charlie Owen

Have you ever noticed how the English language is probably the most confusing verbal and written form of communications? Seriously, we can make up new words daily or we can change the meaning of existing words to fit our new narrative. What is bad is good and what is good is bad or so many people think. You know, that is sick! Wait, does that mean it is good or bad?

When I was a senior in High School, we had an exchange student from Germany join our class. In a conversation with him at the end of the year, we talked about how everyone thought he was “stuck up” when he first started school with us, and that the class was glad we were wrong in our first impression of him. He told me he that when he first arrived he was having trouble understanding what we were saying even though he was fluent in English. He was afraid to talk! He told me he was “taught Oxford English” and we “spoke American Slang”. He pretty much had to learn a new language! This personal memory connected me to the professional experiences of our designees, and how the product language may be difficult to decipher to those who have no background/education with our terminology and definitions (tech talk).

This is not just U.S. vs the World issue. It is also a regional issue within our own borders. In some areas of the country, when you want a caramel colored carbonated soft drink, you generically ask for a “coke” even though you want a Dr. Pepper. In other parts of the U.S., you might ask for a “soda” when you really want something very specific such as a Mt. Dew. Both are regionally correct.

This is also the issue with words with double meanings. Years ago when my wife and I first “tied the knot”, “got hitched”, “took the plunge” or “were married”, we had to learn each other’s personal idiosyncrasies. I learned very quickly that I had to change the way I gave her directions while she was driving. If I told her “turn left right here”, she would turn right every time. In this instance, the word “right” has the double meaning. By my using it in this manner, she only heard “turn right”. Realizing this I did not try to changer her, I changed the way I gave her directions.

This not only covers verbal communication but written as well. As an Aviation Safety Inspector, I had the privilege of auditing many different quality systems. A great majority of these audits required going over drawings and other relevant design data. One of the first lessons I learned was that a drawing is not a drawing. No two companies do their drawings exactly the same as the other. There is nothing like being embarrassed by discovering a non compliance that was not a non compliance just because I misinterpreted the drawing. What one company calls a “bulkhead” another will call a “frame”. Or how about this; what one country traditionally calls a “ground point” another country traditionally calls an “earthing point”. Do they both mean exactly the same thing? That is up to you to discover before you make a conformity determination. So how does all of this apply to designees as a whole? Proper communication between individuals, companies, or groups is paramount. Knowing that everyone is speaking the same language goes a long ways in building trust and confidence. I am not saying everyone should speak English or even “American Slang”; I am saying that within the English language we need to have an understanding that what we communicate is understood by those we communicate with. It is a definite maybe because it is positively uncertain.



'Virtute et Armis' By Valor and Arms: New Branch Manager From Mississippi



Trey McClure is our new 640 Branch Manager. You will notice his signature on your certificates with any courses/training completed by our branch. You might also meet Mr. McClure in a seminar face to face or virtually as one of his goals is to make himself accessible to our applicants and designees.

He leads us with much education and experience in Aviation. Interestingly, his love for general aviation started at an early age and grew through his college years. Working and training in general aviation gave him opportunities to develop passions for teaching and promoting aviation safety. Mr. McClure began with the FAA as a General Aviation Safety Inspector. After a year, he was selected as a General Aviation Principal Operations Inspector in the Jackson, MS FSDO. A few years later, he had the opportunity to work for the Airman Training and Certification Branch (AFS-810). While there, he worked on various projects such as the Student Pilot Application Rule, Airman Certification Standards (ACS) development, and the Part 107 Implementation online training course development. In 2016, Mr. McClure had the opportunity to transition his career into management within the FAA by accepting the position of GA Operations Frontline Manager in the Jackson, MS FSDO. This position as FLM helped prepare him to lead and manage our Designee Standardization Branch. Trey values the important role our designees fulfill as representatives of the Administrator and looks forward to working with our team to provide the best, most up-to-date training possible to prepare designees to continue performing their tasks as representative of the FAA.

Airworthiness Certification Processing: A New Electronic Horizon!

By Grant Scheemann

Under the Aviation Safety Knowledge Management Environment (ASKME) program, the FAA has been developing an automated application tool to streamline, standardize, and accelerate the



Airworthiness Certification (AWC) process. This application will be available to general public Applicants, ODA Unit Members, Designees, and FAA Aviation Safety Inspectors sometime in late 2018. Applicants will use a standardized, electronic application to process their AWC application to include filling of required forms, access to appropriate FAA Airworthiness Orders, Advisory Circulars and guidance materials, and the ability to attach signed/scanned documents to complete their

Application for a U.S. Airworthiness certificate (FAA Form 8130-6) on-line. Inspectors and Designees will have their own personalized AWC page to process, track, and coordinate airworthiness applications from start-to-finish that includes printing of airworthiness certificates. This application's database will store every application, authorization, or permit allowing FAA Office Managers to manage application workflows (assign/re-assign applications) more efficiently, run reports, and data-mine airworthiness certification information. Please stay tuned for more updates to the development of this automated application tool as it becomes available.



AFS-640 Specialty Online Courses

AFS-640 offers many specialty courses online. Students who complete the following courses below and score a 70% or higher on the End-of-Course Test may take the following online courses, *free of charge*.

FAA Initial Conformity Determination:

Issuance of 8130-3 for Domestic and Export Approvals of Engines, Propellers, & Articles Only

Initial Aircraft Certification:

Aging Airplane Inspection and Records Review

Amateur-Built and Light-Sport DAR

Field Approval Delegation

Issuance of 8130-3 for Domestic and Export Approvals of Engines, Propellers, & Articles Only

Recurrent Issuance of FAA form 8130-3 for Domestic or Export Airworthiness Approvals Course

Recurrent Aircraft Certification:

Aging Airplane Inspection and Records Review

Amateur-Built and Light-Sport DAR

FAA Recurrent Conformity Determination Field

Approval Delegation

Issuance of 8130-3 for Domestic and Export Approvals of Engines, Propellers, & Articles Only

Recurrent Issuance of FAA form 8130-3 for Domestic or Export Airworthiness Approvals Course

IA Renewal

AFS-640 offers several courses accepted by the FAA for Inspection Authorization (IA) renewal credit. These courses are: Initial Aircraft Certification

Recurrent Aircraft Certification

Initial Technical Personnel Examiner (DME/DPRE) Seminar

Recurrent Designated Mechanic (DME) Seminar

FAA Product Designees

Newsletter

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Attention All Designees

Do you want all of your grades, certificates, course progress and other important information saved and tracked appropriately in the DRS? The 640 Branch wants this for all Designees, and currently, we are experiencing issues with keeping track of certain information within the DRS because of multiple accounts created from multiple email/user accounts. To solve this problem, all Designees need to have only **one profile** with only **one email** address. If you have multiple accounts, someone from the branch may be contacting you. Thank you for helping us organize and manage the DRS effectively.

Web Resources

<http://www.faa.gov>

<https://av-info.faa.gov/DsgReg/Sections.aspx>

<http://fsims.faa.gov/>

https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs600/afs630/

https://www.faa.gov/other_visit/aviation_industry/designees_delegations/individual_designees/news/#FC19

Federal Aviation Administration

AFS-640, Designee Standardization Branch



Upcoming Courses

Course schedules are subject to change. Please visit the DRS website for official course schedules.

AFS-640
P.O. Box 25802
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Initial Aircraft Certification

Applicable Function Codes: 1, 2, 4, 8, 9, 10, 11-18, 22-31, 33, 46, 47, 48, 61, 62, 65-69, 100

August 14-16, 2018 Oklahoma City, OK

FAA Initial Conformity Determination

Applicable Function Codes: 5, 6, 21, 22, 61, 62, 65-70, 80, 90

July 10-12, 2018 Oklahoma City, OK

September 11-13, 2018 Oklahoma City, OK

Are you a designee or ODA Unit Member with Conformity function codes? If so, you can take the FAA Initial Conformity Determination course and receive credit for your recurrent Conformity training! We look forward to seeing you in one of our upcoming courses!

Recurrent Aircraft Certification

Applicable Function Codes: 1, 2, 4, 8, 9, 10, 11-18, 22-31, 33, 46, 47, 48, 61, 62, 65-69, 100

July 17-19, 2018 Anchorage, AK

September 18-19, 2018 Wichita, KS

(405) 954-4220 phone

(405) 954-4748 fax

www.faa.gov

Notice to All Designees:

The courses listed here do not include Domestic or Export tags, or any specialty aircraft online courses. Each designee with function codes other than these listed **must take the appropriate online course as well as the face-to-face course needed.**

Reminder! All face to face courses have a part 1 that **must be completed prior** to attending the part 2. If you fail to complete part 1, we will not be allowed to send you the test, and therefore you will not be able to successfully complete the courses.

Newsletter Feedback

Click [here](#) to leave comments and suggestions for the newsletter! And, if you have an article that may be relevant and informative, please let us know. We welcome contributions that help the branch, applicants, and designees.