

CERTIFIED NEWS

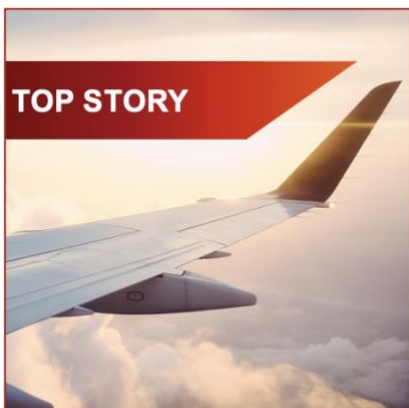
Intelligence for Independent Aircraft Modifiers



IAMA CERTIFIED NEWS – NOVEMBER 2021

What's in it?

- ⇒ IAMA and Quali-Audit Partner to Launch Much Anticipated Audit Program
- ⇒ Chairman's Message
- ⇒ Compatibility of Existing STCs With New OEM Service Bulletins
- ⇒ Carlisle Interconnect Technologies: Perspective that Drives Innovation



IAMA AND QUALI-AUDIT PARTNER TO LAUNCH MUCH ANTICIPATED AUDIT PROGRAM

Achieving a fundamental goal, IAMA, the Independent Aircraft Modifier Alliance, is partnering with Quali-audit to implement a much-anticipated auditing program. Starting in the first quarter of 2022, current Full and Basic members who are Design Approval Holders (DAH) will be audited.

“Since day one, we’ve been working to make our Audit Program a reality,” said [Marc Pinault](#), IAMA’s board chairman. “Engaging with our members, airlines, aircraft and avionics manufacturers, design organizations and lessors has brought us to this landmark moment. This is a critical initiative for continuing to build trust in Supplemental Type Certificate projects, and we

are optimistic about the results this program will bring.”

Since its founding, the alliance’s primary goal has been to ensure that members modifying aircraft through STC projects maintain the highest operational standard possible. The IAMA Rulebook, first released in March 2020, defines this standard and is an indispensable resource for aircraft modifiers, airlines and lessors. IAMA and its members recognize that independent validation of compliance is the key to implementing the standard and an essential means of achieving market transparency. The IAMA approach includes initial, corrective, renewal and delta audits. These measures help assess a member’s compliance with the IAMA Rulebook standard and their ability to operate in a controlled and stable manner throughout their STC project lifecycle. The approach is designed to protect the integrity of the IAMA endorsement and develop consistency across alliance modifier members.

“We are thrilled to launch our audit program,” said Nicole Noack, managing director of IAMA. “With our standard defined, this program is now the flagship initiative in our mission to strengthen STC and aircraft modification

quality, and we are confident it will offer added value to the aviation sector. Our partnership with Quali-audit is a major milestone, and the IAMA team looks forward to collaborating with an organization of such renown.”

Founded in 2006, Quali-audit is an independent, wholly-owned subsidiary of Air France Group. The company specializes in safety and quality auditing services, providing a full range of audit, training and consulting services within the aviation industry. The company is an IATA accredited Auditing Organization aiming to help airlines achieve a higher level of safety through implementing the IOSA Program and conducting Operational Safety Audits and Quality Training Programs.

“IAMA’s vision for an open, independent and transparent aircraft retrofit market is a welcome addition to the aviation ecosystem,” said Michel Gorog, Quali-audit CEO. “Having established a benchmark with the IAMA Rulebook, the audit process will help to ensure trustworthy, superior quality STCs; all the better for airlines and the aviation industry as a whole. We are extremely pleased to have this opportunity to partner with IAMA, and we look forward to collaborating with them.”

Members who pass the audit earn the right to use an IAMA endorsement label on their modifications. Audits are mandatory as defined in the alliance’s bylaws and follow widely-accepted methodologies.

More about the IAMA Audit Program and the IAMA Rulebook is available to members and, through a [free subscription](#), to airlines and lessors. To join the alliance, visit our [website](#). To learn more about Quali-audit visit their [website](#).

CHAIRMAN’S MESSAGE

If you’ve been as busy as I have, you’re probably wondering where 2021 went? Here we are with the final edition of “Certified News” and closing in on the end of another year. Our accomplishments continue to accumulate as we build and strengthen the organization. But of course, the IAMA team is looking to 2022, so I want to highlight a few accomplishments and offer a brief outlook for the coming year.

I am pleased to report that our membership is growing. We were delighted to welcome new Subscriber, Icelandair, this past September and new Basic member, Atlantic Aviation Group, just a week ago. We are enthusiastic about sharing our educational resources with these two companies and learning more about their challenges with the aircraft modification market. The IAMA team firmly believes that our consistent ability to attract new members demonstrates the market need for our advocacy.

Just a couple of weeks ago, on 15 November, we held our second General Assembly. Three important motions were approved that we believe will strengthen the organization:

1. A new limited membership category for Full and Advisory members will offer more flexibility with some restrictions. This [membership](#) features a 50% fee reduction for 2022 and access to a choice of two of our four active working groups;
2. There is good news for contractors and consultants who may now join the alliance as Basic members. Adjusting IAMA’s Basic membership to include these industry participants confirms our commitment to inclusivity; and,
3. A new executive board seat was approved. To be held by Fokker Services and represented by Frans van de Poel, the company’s Director of Engineering, this addition will increase the board’s diversity moving forward. Our working groups continue to be very active, with all four having met to create their roadmaps for 2022. Here is more on their work and focus for the year ahead.

Headed by Romain Mbwang Seppoh, the Standard working group will focus on the auditing program and the IAMA endorsement of member Supplemental Type Certificates (STC). Q1 2022 will be a critical time for this group, and towards the end of the year, their focus will shift to Instructions for Continuous Airworthiness (ICA) Supplement documentation challenges.

The IP working group’s focus for 2022, led by Jeff Behlendorf, is to finalize the supplier OEM IP handling position paper currently under development. Additionally, they will continue to advocate on the engineering-data position paper, and press on with developing educational resources about warranty and purchase contracts.



Steered by Thomas Frercksen, the Community and Aligned Information Campaign (CIC) working group has delivered many educational resources to the alliance's members and subscribers. They plan to focus on raising awareness of after-sales challenges in 2022. It is noteworthy that our [IAMA Rulebook](#) and 2020 [white paper](#) on this topic speaks directly to the hurdles airlines must overcome. The aim is to ensure the aviation industry becomes more aware of best practices. This team will also continue to support our popular, quarterly IVTTs (IAMA Virtual Think Tanks).

2022 will also be an ambitious year for our Certification and Authority Affairs working group. Steered by [Dilek Senay Yazici](#), they will continue to build relationships with the various aviation authorities and proceed with their analysis of process imbalances between EASA and the FAA, which pose challenges to obtaining STCs. As results become available, IAMA will share them with both agencies, with the ultimate goal of finding a way to contribute to the further development of the Technical Implementation Procedures in the EASA and FAA Bilateral Aviation Safety Agreement.

Well, that's all for now. As we head into the new year, the IAMA team and I would like to wish you, your colleagues, family and loved ones the very best that 2022 has to offer. Here's to the pandemic continuing to fade, increasingly clearer skies ahead and rapid progress in the coming year.

As always, be well and stay safe.

—Marc Pinault

Chairman



COMPATIBILITY OF EXISTING STCS WITH NEW OEM SERVICE BULLETINS

When an aircraft OEM's Service Bulletin (SB) is incompatible with an existing aircraft configuration, the aircraft owner and/or operator is often left without the required technical support to address the situation. Because it is ultimately the owner and/or operator's responsibility to address the incompatibility, it is important that they are aware of the technical hurdles that exist when assessing the available options. With its new white paper, IAMA, the Independent Aircraft Modifier Alliance aims to help owners and operators respond to incompatibility challenge and understand what "bridge modifications" are available. [\[read more\]](#)

Written by IAMA's experts and released this past September, "[Compatibility of Existing STCs with New OEM Service Bulletins](#)" is another essential tool for the aviation ecosystem. Offering clear, precise information about what owners and operators should consider and the steps to follow, the white paper starts with a detailed explanation of how these complex situations arise. It also shines a light on bridge modifications which can be customized to fit the owner and operator's needs with a high degree of efficiency. It's significant because incompatibility issues are prevalent in the aviation industry, and owners and operators who discuss their options with quality design organizations, like IAMA's members, are more likely to have a satisfactory outcome.

"It's important to understand that Service Bulletins are typically issued based on an aircraft's initial delivery condition," said Lindsey Sander, Technical Alliance Manager of IAMA. "When a service bulletin affects a previously modified area of an aircraft, a gap is created between the service bulletin's pre-requisite configuration and the existing aircraft configuration. What is not entirely clear to operators and owners is what options are available to bridge this gap, which is why we wrote this white paper."

As the white paper illustrates, there are several paths owners and operators can take. A key insight is that a type design change approval is most likely required. Using a holistic approach and identifying sometimes elusive details, IAMA offers knowledge and tools that help owners and operators make informed decisions. All the better to tackle SB integration with existing modifications accomplished through Supplemental Type Certificates (STC).

"Amazing, but unsurprisingly, this type of Service Bulletin challenge affects several aspects of the aviation ecosystem," explained Nicole Noack, managing director at IAMA. "Which is why we look at these subjects from many angles. Our IP Working Group elaborates on the topic in their IP Position Paper and our STC Working

Group created Right to Use rules for the IAMA Rulebook. Combined with the wealth of other resources we have developed, we continue our work towards greater transparency.”

Attention to detail and well-thought-out advice, presented in an easily digestible manner, allows aircraft operators and owners to feel more confident about dealing with incompatible Service Bulletins. From initial assessments to performing gap analyses and determining a path forward, the white paper teases out critical considerations. For example, having the capacity to rule out any interference issues with previous modifications/repairs that are outside the affected areas of the SB is a strong recommendation aimed at efficiency.

The white paper demonstrates that the alliance’s experts not only recognize the challenges, they’ve lived them, and fully understand the need for efficiency. Sander elaborated, “Bridging the configuration gap has its complexities. We’ve broken it down into essential steps, and we are developing a new rule to address this type of challenge. This rule would require IAMA members to support customers with any request regarding the compatibility of a new modification with an existing IAMA Endorsed STC.”

You can learn more about this compelling topic by becoming an IAMA [member](#). Membership gives you access to [this and many other white papers](#). Visit iamalliance.aero for more.

CARLISLE INTERCONNECT TECHNOLOGIES: PERSPECTIVE THAT DRIVES INNOVATION

With roots going back to the 1940s, Carlisle Interconnect Technologies is laser-focused on customer needs and innovating to deliver results. Possessing a breadth of experience and services that align closely with the alliance’s mission and goals, the company became a Full member of IAMA, the Independent Aircraft Modifier Alliance, in February 2020.

“It was an easy decision to become a member,” said [Jeff Behlendorf](#), director of product management for CarlisleIT. “Many of our leaders and team members have long-standing relationships with the founding members of IAMA, and so it didn’t take long for us to recognize that the alliance’s goals align nicely with our own. We see it as an opportunity to offer our perspective from many years in the industry and to help advocate for consistent, high-quality work in aircraft modifications.”

A fascinating industry player, the company’s far-reaching relationships across the aviation industry provide a front-row seat for the debut of new developments and industry knowledge. As a result, CarlisleIT understands the challenges faced by aircraft modifiers, aircraft manufacturers and equipment manufacturers—a valuable business asset. While the company may have started nearly 80-years ago designing and manufacturing high-performance wire and cabling, they’ve since grown their portfolio to include a breadth of components such as connectors and contacts, cable assemblies, complex harnesses, racks, trays and installation kits. Evolving their capabilities and reach over time, the company also provides engineering, design and analysis, certification and testing, and data packages to serve commercial, defence and space applications for airframes, engines, IFE, connectivity, interiors and avionics systems.

“We were delighted to have CarlisleIT join IAMA,” said Nicole Noack, managing director of IAMA. “They bring a unique perspective to our working groups because of both their long history in the aviation industry and the range of services they provide. This broad view adds to our collective wisdom and helps make IAMA a better organization.”

With such wide-ranging experience, it’s no surprise that CarlisleIT team members participate in several of the alliance’s working groups. Behlendorf, who leads the Intellectual Property and OEM Affairs Working Group, readily recognizes the synergies between the two organizations: “We’ve always felt that our products and data packages represent the highest quality the aviation industry offers. We have and continue to advocate for consistent rules that create safer, better-documented data packages. IAMA’s focus on the value of doing the job well and right as well as their advocacy for Supplemental Type Certificates are major reasons why we joined.”

As advocates for quality and opportunity, CarlisleIT’s voice added to the collective helps the aviation industry as a whole. “We believe that as a group, we can bring meaningful contributions to regulatory policy decisions and



speak with consistency to the challenges faced by aircraft owners, operators, suppliers and modifiers,” Behlendorf continued.

Each member organization brings a different perspective to the alliance. CarlisleIT perspective is borne of more than 30 years of working with the world’s aviation authorities and from contact points across the industry. Behlendorf notes, “IAMA working groups are a place to exchange ideas and also a channel to the market. We’ve found the quality of the people participating in the working groups is very high. They are generous with both their time and insights, which means we rarely leave a meeting without new perspective that adds to the future vision of our business.”

You can learn more about CarlisleIT at their [website](#). To find out more about becoming a member of IAMA, you can visit our [website](#).

ENGAGE WITH US

Want to learn more about IAMA or meet us? We look forward to connecting with you during the following events:

- IAMA Virtual Think Tank (IVTT) 2021 - No: 5_Online | 01 December 2021 - 3PM CET| Modifications, their compatibility and transferability
- Next year at the MRO Middle East | 22-23 February 2021|

For questions, if you would like to meet us, or an invitation to our virtual think tank, get in touch with us via info@iamalliance.aero.

BECOME AN IAMA MEMBER

IAMA is open to all aviation market participants including aircraft manufacturers, airlines, suppliers and lessors. The alliance offers three types of paid memberships: Full, Advisory and Basic.

Members have access to specific benefits depending upon their role in the aviation ecosystem, and their membership level. Full and Basic memberships are for organisations with STC capabilities, while Advisory memberships are for airframe and system OEMs (Original Equipment Manufacturers). Airlines, banks and lessors may join for free.

Find out more about our membership possibilities [here!](#)