AMC A Publication for the Avionics Maintenance Conference

PLANE TALK®

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IN THIS ISSUE

Notice

ARINC

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http://www.aviation-ia.com/amc/

2012 AMC — Anchorage, Alaska

ARINC Industry Activities is proud to invite you to the 2012 AMC-AEEC. Without question, this year is sure to be — "*another success story*" !

Last year's AEEC-AMC was attended by 781 aerospace professionals representing 44 airlines, six airframe manufacturers, and 175 avionics suppliers. Truly a worldwide event, attendees from 30 countries participated.

Make your plans soon for what is sure to be an AMC to remember!

2012 AMC — Call for Discussion Items

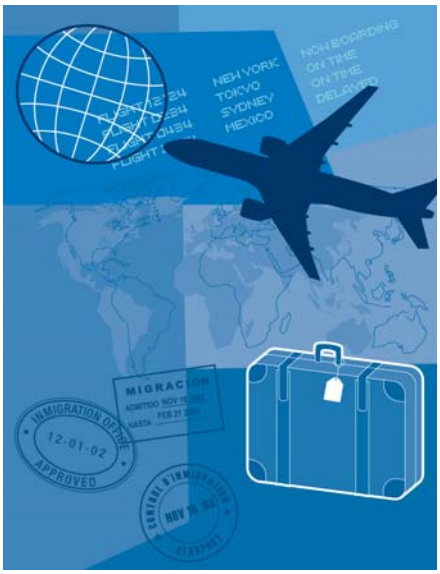
The AMC Steering Group welcomes your questions and concerns from your organization. See details inside.

2012 AMC — Plan Now!
April 30—May 3, 2012
Anchorage Hilton, Alaska

Upcoming 2012 AMC

Another exciting holiday season is here, and if your organization is like ours, you are focused on closing out the year on a strong note. But the AMC effort is just gearing up, and we want you to submit every question, issue, and idea that you have encountered this past year. This has been a tough time for the aviation industry, and we know that you have saved every spare dollar with innovation and process engineering that your organization could think of.

We need your airline, your shops, and your organization to start working on AMC questions and inputs starting today, not tomorrow. Just keep this in mind — this year the AMC begins the 30th of April!



It really is quite simple — all you need to do is to prepare a folder marked AMC Questions and ask your line, hangar, and shop technicians to contribute questions that have gone unresolved over the last year.

Also in 2012, the AMC Steering Group is committed to continuing their efforts to increase the participation of regional operators and suppliers, as regional aircraft continue to take on a bigger role in the industry.

To help with this effort, if your airline's regional operator or another regional operator you know has not attended the AMC — pick up the phone, introduce yourself, and encourage them to submit questions and make plans to participate.

To make this possible, we need your help to encourage shops that previously would not have ever considered AMC yet have quietly transitioned into avionics by virtue of new technology applied to enhance existing solutions to participate.

Indeed, all of these ideas sound good on paper. However, we need your help to make these efforts turn lead into gold — something AMC is well known for.

With that, from our families to yours, please accept our best wishes for a safe and happy Holiday Season and our hopes for a healthy and prosperous New Year!

We look forward to seeing you at the 2012 AMC in Anchorage.

Sam Buckwalter
Executive Secretary, AMC

AMC

Avionics Maintenance Conference

2012 AMC
April 30-May 3
Anchorage, Alaska

Hosted by

JAL

Hilton Anchorage
500 West Third Street, Anchorage, Alaska 99501
tel (907) 272-7411 fax (907) 265-7044

2012 AMC

Call for Discussion Items

The Avionics Maintenance Conference (AMC) will take place April 30 – May 3, 2012, at the Eagan Convention Center and Anchorage Hilton, in Anchorage, Alaska.

On behalf of the AMC Steering Group, it is our pleasure to formally invite the avionics maintenance representatives from the world's airlines, airframe manufacturers, suppliers, and regulatory authorities to attend.

Discussion Items

The AMC is now collecting questions and items for discussion. Please start making a list of challenges your organization faces, and you can expect results through the AMC open forum.

The AMC will address avionics maintenance questions in the following categories:

• Avionics Philosophy	• Autoflight Systems
• Line Maintenance	• Flight Controls
• Product Support	• Engine Systems
• Test Systems	• Fire Detection Systems
• Air Conditioning Systems	• Fuel Systems
• Communications Systems	• Electrical Power
• IFE Systems	• Lighting
• Indicating Systems	• Landing Gear
• Navigation Systems	• Others

Avionics maintenance questions and discussion items are due by February 6, 2012. Please visit the AMC webpage at: http://www.aviation-ia.com/amc/upcoming/index.html

The AMC Provides Solutions and More

Airlines and suppliers are both permitted to submit questions. Once the questions are received, each question is reviewed by the AMC staff for content and clarity, formatted into the AMC Program, and once complete the program is emailed to all pre-registered attendees.

In addition to submitting your questions to the AMC staff, we would appreciate your forwarding the questions to the named equipment manufacturers. This will provide them as much time as possible to research and resolve the problem.

The Meeting

During the meeting, a moderator presents each question for discussion. Airline attendees are given the first opportunity to respond—a practice that emphasizes that a single organization may not be alone when experiencing a problem. In some cases, one or more organizations may have already experienced the problem and may have a solution to offer.

After the airline attendees have responded, the moderator will ask the suppliers to respond. In many cases, a solution is already available because the supplier has investigated and resolved the problem before the meeting.

In most cases, the proposed solution or a promise to provide a solution following the meeting is accepted, and the question is closed. In those cases where the solution is not accepted or one is not yet available, the question is usually held open and will be so noted in the report of the meeting.

To ensure an accurate record of the meeting, the audio is recorded and a report is prepared.

The Meeting After the Meeting

After each day's meeting, over 30 manufacturer hospitality suites will be open to all attendees. According to attendees, this unlimited one-on-one access to 30-plus manufacturers in one location is as valuable as the meeting itself.

The AAI Reception

On Tuesday evening, the Airline Avionics Institute (AAI) hosts a fantastic reception that includes over 50 tabletop exhibits. This reception provides an excellent vehicle for both large and small manufacturers to display the latest innovations in product support to potential airline customers.

The Guest Program

The guest program begins with a coffee held on Monday morning—an informal event that provides an opportunity to make new friends and catch up with old ones. In addition, plans are made to attend the scheduled and informal gatherings.

Final Words

For past AMC attendees, there should be little need to urge you to return in 2012. If you've never attended AMC and are still not convinced, try answering the following:

1. Does your airline have chronic avionics maintenance problems?
2. Would your airline benefit from access to 60-plus airlines?
3. Would your airline benefit from access to all of the airframe manufacturers?
4. Would your airline benefit from access to 150-plus avionics suppliers?

The Next Step

Airlines are encouraged to submit their questions before **February 6, 2012,** using the options available at http://www.aviation-ia.com/amc/upcoming/index.html.

2011 AMC Follow-Up Items

The responses to most AMC discussion items result in a solution being accepted and the discussion item being closed. When discussion items need further action by one ore more suppliers, the resolution is published in PLANE TALK®. For a description of items removed from the follow-up list, refer to appropriate issues of PLANE TALK®.

ITEM	SECTION	SUBMITTER	SUPPLIER	ACTION
07-192	Engine Systems	DAL	Boeing Precision Mech	Boeing to provide a timeline for Level 3 CMMs on the thrust control module
09-140	Navigation Systems	JAL	Honeywell	Honeywell to provide resolution to the IRU removal due to the nuisance input electronics fault
10-163	Navigation Systems	JAL	Boeing	Boeing to resolve the failure of radio altimeter antennas
10-169	Navigation Systems	LHT	Honeywell	Honeywell to advise LHT on EGPWC nuisance messages
10-183	Autoflight System	UAL	Rockwell Collins	Rockwell Collins to resolve NFF issue with MCP panels
10-207	Fuel Systems	JAL	ITT	ITT to provide resolution on Fuel Valve Actuator
11-001	Avionics Mgt & Philosophy	DAL	All	Suppliers to answer on using OEM data without operators' consent
11-007	Avionics Mgt & Philosophy	USA	FAA	AC 20-165 Minimum performance of ADSB – Vendors compliant?
11-020	Avionics Mgt & Philosophy	FDX	HNY, Boeing	Suppliers to research quality of solder joint integrity
11-045	Product Support	SWA	Honeywell	Supplier to answer on use of HHMPI in Flight Data Recording Systems
11-056	Product Support	DAL	Leach Intl, Boeing	Suppliers to solve issues with repair procedures of relay in CMMs

11-067	Product Support	OZW	Rockwell Collins	Supplier to provide software - TDR-94/94D Test Software not available – 2005 vs. 2010
11-098	Test Systems	AAL	Honeywell	Supplier to solve issue with display units
11-104	Test Systems	AVEOS	Vibro-Meter	Suppliers to provide test procedures for test bench equipment
11-113	Communication Systems	DAL	Cobham/Satori	Produce SB on audio control panel from AIRBUS – PN ACP2788AF01
11-114	Communication Systems	JAL	Honeywell	SATCOM SDU – SB to solve low MTBUR on Amp and CPLD
11-149	Navigation Systems	USA	Thales, NGC	Supplier to solve date corruption on GPS and MMR systems
11-152	Navigation Systems	DAL	AIRBUS Rockwell Collins	Suppliers to solve Radio Altimeter issues
11-154	Navigation Systems	UAL	Rockwell Collins	Chronic PA Fault on 4 DME-900 units
11-164	Navigation Systems	UAL	Honeywell	Supplier to solve heat issues in scanner assy motors
11-168 11-169 11-170 11-175	Navigation Systems	FDX, HAL	Honeywell	Supplier to solve issues with VIA system – PN 4081580-903
11-173	Indicating Systems	DAL	AIRBUS, Sagem	Suppliers to solve issues with DFDR system – PN ED48Ax00
11-174	Indicating Systems	DAL	Meggitt Vibro-meter	Suppliers to solve issues with Electric Clock and CMM procedures
11-178	Indicating Systems	USA	Teledyne	Supplier to solve issues with FDIMUs and produce download cards
11-184	Flight Controls	DAL	MOOG, NHA, Kavlico	Suppliers to solve issues with Spoiler PCU and RVDTs
11-187	Flight Controls	UAL	Goodrich	Supplier to provide repair solution for thrust reverser pressure switch issues
11-188	Electrical Power	DAL	Hamilton Sundstrand	Supplier to solve issues with Charge Pressure Switch – REPEAT Item
11-190	Electrical Power	ANA	Hamilton Sundstrand	Supplier to solve issues with VSCF CNVTR
11-198	Fuel Systems	DAL	Hamilton Sundstrand Textron	Suppliers to solve issue with EHSV and FCU 827104-1
11-201	Fuel Systems	KAL	Zodiac Aerospace	Supplier to investigate NFF reapir cost of FQIS Computer – SIC 5077-3
11-202	Fuel Systems	DAL	GE Aviation	Supplier to produce equivalency of FQIC circuit cards
11-205	Landing Gear	ANA	Messier-Bugatti	Supplier to investigate root cause of failures of BSV/BSCU
11-214	Lighting	PIA	Air Precision	Supplier to produce parts list and drawings of power supply PSB
11-216	Lighting	UAL	Honeywell	Supplier to investigate root cause of strobe light assy failures
11-223	Other (MIsc)	HAL	Hamilton Sundstrand	Supplier to investigate root cause of failures of PRSOV PN 802170-10

NOTES FROM THE CHAIRMAN

Regarding: Dispositioning of Open Items from 2011 AMC – Info for Organizations submitting answers to Open Forum questions

The following info is intended to assist you with updating or closing out any open items held over from the 2011 AMC.

Unfortunately, we had a record number of follow-up open items (35!!) from the AMC in Memphis this last Spring. While the Operators understand a lot of hard work goes into preparing the answers for all the items that were closed out, every effort still needs to be put forth to close any open items being asked of your Organization prior to the next AMC in Anchorage.

The 2012 AMC Open Forum Agenda Items (new) will be submitted to ARINC Industry Activities by February 6, 2012, and the 2012 AMC Program will be posted on-line on February 20, 2012.

Please plan to submit any answers you have to 2011 carry-over open items to Sam Buckwalter at: SBUCKWAL@arinc.com prior to February 6, 2012. This will ensure your response will appear in the AMC Program prior to the AMC in Anchorage and will provide valuable input into resolving the issue pending concurrence from the Operator asking the question.

Of course, the AMC Steering Group encourages you to directly contact the Operator asking the question using the contact info provided in the AMC Registration list if you need further clarification for why the item was left open or to understand what you need to do to resolve the item satisfactorily. Please attempt to open a constructive dialog with the question asker prior to February 2012 so you'll have time to update your items.

Thanks for your cooperation and we look forward to seeing you for another successful AMC in Anchorage, April 30, 2012.

Mitch Klink
AMC Steering Group Chairman

Shipping to AMC?

A few notes about getting your display materials to the AMC this year. This mostly applies to companies based in the United Stated, but it is good information for all to think about.

Yes, the 2012 AMC is in Alaska. Yes, Alaska is a part of the United States. But, it is quite possible that your shipment to the AMC would need to travel through Canada.

Please make your plans EARLY to consider export requirements and extended travel times over land or sea.

AMC Shipping – AMC has selected Transit Air Cargo as the official freight carrier for ground and air shipments as well as storage, delivery, pickup, and reshipment.

U.S. Shipments - For shipments originating within the USA, please contact Howard Umeda, Transit Air Cargo, +1 800 247-1600, Ext 106, fax +1 714-571-0406, or howard.umeda@transitair.com.

International Shipments - For international shipments originating outside the U.S., please contact Howard Umeda, Transit Air Cargo, International Department, fax +1 714-571-0330, or howard.umeda@transitair.com.

Transit Air Cargo will handle air and ocean shipments, including the inbound and outbound customs documentation.

You, Avionics Engineer

By Marijan Jozic

Guys, it is really happening. The Boeing 787 deliveries are starting. Within a few years, the B787 will be common at every international airport. But what new things is the plastic aircraft bringing to us?

In the first place, with all the plastic, the aircraft is much lighter than any aircraft before. But remember, wiring and LRU's are there to keep all the parts and plastic together. Saying that, the fun stops.

You, avionics engineers, have done a great job. Almost every part, even a traditionally hydro-mechanical part, has a microprocessor chip and wiring attached. Many years ago in San Francisco, Mr. Mancini told us from the podium: Get the avionics right!

And we did it. You, the avionics engineer, have done it. The LRU's are so improved that when installed, they will fly 50K hrs minimum and they will accomplish the task they are designed for. Well, if an average aircraft is flying 3500 hours per year, the LRU will hang in the airplane racks for 14 years. 14 years is a long time. Some of us will never see one single LRU removed from the B787 airplane. Isn't that amazing?

Well, you may have mixed feelings. Traditionally, the avionics engineer is the guy fixing problems inside LRU's. If you want to have decent flow of LRU's through your shop, you will need at least 300 aircraft in your pool and a lot of capabilities. Establishing capabilities for B787 will be very expensive. Everything is computerized, and you can not repair computers using a hammer. You will need another computer to diagnose the failure in the LRU, and after repair, you will need the TPS (Test Program Set) to test the LRU and declare it airworthy. Well that means investment in your avionics shop.

The prediction is that your technicians will not spend many hours troubleshooting, meaning that the majority of costs will be in the material and machine run-time. Man-hours will be of less importance. At the end of the story, you, avionics engineer, will regret that you designed such an extremely reliable LRU. Such LRU's may run you out of business. Why?

Well, there is not one bean counter who will give you hundreds of thousands of USD to buy the test equipment which is used just 4 hours a week. If there are 250 part numbers in your B787 airplane which are representing 75% of all costs, you will need a lot of cash to cover it. The only way to do it is to get 300 or more aircraft in contract. To get so far, you will have to work hard. It all should start, like always, from the beginning.

And in the beginning there was nothing. Then you started to think of the future.

You, avionics engineer, will conclude that you need a contract, a good contract: one which will help you take the B787 fleet through the whole lifecycle. The first thing you should do is to sign up for the AMC Standard for Cost Effective Acquisition (SCEA) working group. If you

have a problem, if nobody else can help, maybe you can call SCEA. Now is the time to think hard about what you need to get a good contract that supports maintenance and engineering and which will help you through the whole B787 lifecycle.

It all starts from the beginning. You will need a lot of things:

Spare Parts	Software	Engineering Drawings
Maintenance Support	CMMs	AMMs
Engineering Data	Training	Service Bulletins
Service Letters	Maintenance Tips	Telephone Support
Spare LRUs		

You will probably need many more things which at this moment not known. As you can see, it is a whole variety of things. And most of it is in the field of software, hardware, or services.

If you want to operate cost effectively, do not be a chicken and wait for those contracts to surprise you. Because, it will happen whether you like it or not. If OEM or airline approaches you with a proposal you are already late because you don't have a plan. Did you think about data? Intellectual property? Software? Well, I can assure you that the new generation of aircraft, not only B787 but also Airbus A380, Embraer, Bombardier, and Fokker-100NG will be known as "Intellectual Property" aircraft. Every OEM and airframer has already learned the game of intellectual property. They already have contracted between themselves, and they are protecting every bit of their stuff. If you want to be on the cost effective side now is the time to wake up and think hard about your desires.

The Standard for Cost Effective Acquisition working group will help you if you contribute in writing it. It will take at least a year until the standard is published, but it will provide the guideline for you and for your purchasing departments. You will get at least an idea of what should not be forgotten in the contracts. Your purchasing guys are great guys but they are not avionics engineers. You, avionics engineer, have done a great job designing the greatest equipment ever, but don't chicken out now. If you do, you will suffer throughout the whole life cycle of your new aircraft.
I am certain that you as a first tier operator will be very well protected by your product support agreement between the airframer and the OEM's. But be careful, the agreement is only a shield, which will make your life acceptable. Everything outside that shield is the stuff which will make your life miserable. The advice is to read carefully the product support agreement and think twice about the stuff outside of the scope of the agreement.

Don't forget that the purchasing folks are also involved (unfortunately yes). They are bonus driven and to achieve the purchasing targets; they sometimes cut stuff out of the contract that they have no idea about. Can you imagine that the guy would be able to scrap from the contract a Level 3 CMM to get a 15% discount on the LRU. Why not? They figure that the avionics shop will not do the LRU maintenance because the LRU is extremely reliable. You don't need spare LRUs. Getting a 15% discount is better. For an additional 5% discount, he would even give away his mother in law (with no return clause).

But in the future, you will decide that the LRU is not that difficult to fix and that OEM is charging you fortune for each shop visit. Now you will want to do it in-house. Well, it is not that easy any more. Due to the contract and intellectual property, you can not get the CMM. You must change the contract and the CMM is not for free any more even for a first tier operator because your purchasing department scrapped it from the contract for the exchange of his mother in law. Now it is not funny any more. You must buy a level 3 CMM. You will have to buy piece parts for Latest List Price. And your test equipment will be delivered without schematics and CMMs because of intellectual property.

You, avionics engineer, are cornered, and there is no way out. Well there is a way out, but it just costs too much money.

Again, I want to remind all of you avionics engineers that this is your last wake up call. Contribute in the SCEA working group and prepare yourself for the mission of your life. You, avionics engineer, should take the lead. Just like you did in designing the greatest equipment ever, which will fly next 30 years in your airplane. It is built to last. Remember that: it is built to last. Therefore, you need, more than ever, a contract that lasts. Don't just ignore the opportunity to please your airline or MRO with the greatest contract for cost-effective acquisition.

You, avionics engineer, are the only guy in your company who knows what is needed. For example, the OEM will send a proposal to your purchasing department and say: technical data 3 million USD. He will negotiate it and get the great deal: 2.5M. Deal is sealed and set in stone.

Now, at the great moment of delivery of technical data, you check what you got: A pile of junk paper which is definitely not the CMM, IPC, ATLAS spec, or similar! What could possibly go wrong?

We have a contract. Yes, we do have a contract with clauses about risk sharing, acts of god, and many other legal stuff but the most important part of contract - the statement of work - is unclear.

So YOU my fellow Avionics engineers must make sure that statement of work in the contract is of a such quality that suits you and the next generations of avionics engineers as long as the airplane is flying. Even beyond! You should actually state in your contract something about scrapping of parts and LRU's. It will be effective in about 30 years from now but if you are able to design the best LRU's ever, you should be able to design the best contract ever.

I am counting on You, Avionics Engineer, to contribute in working group Standard for Cost effective acquisition. Together let's produce the best ARINC standard ever.

Levels of Maintenance (LAM) and Test Equipment Guidance (TEG) Working Group

by Sam Buckwalter
ARINC Industry Activities

The Levels of Maintenance (LAM) and Test **Equipment** Guidance (TEG) Working Group held their fourth meeting June 14-16, 2011, to review **ARINC Report 602B:** *Test Equipment Guidance (TEG)*. This is a major revision of ARINC Report 602A, discussed below.

ARINC Report 602A: *Test Equipment Guidance (TEG)*

ARINC 602A-2 provides basic definitions and information about test equipment guidance. It represents an important part of the ARINC guidelines related to component maintenance.

The subcommittee will continue development of ARINC Project Paper 602B: Test Equipment Guidance (TEG).

The actions items to be reviewed by the group at this meeting include:

- Coordinate the text development on Section 1.1 to include that test equipment requirements need to flow down to the sub tier suppliers – Lufthansa
- Develop an abstraction for Section 4.3.4. 8 on testing SRU – Boeing and Lufthansa
- Review and provide text on Test Equipment Documentation, Section 4.5 – Teradyne and Hamilton Sundstrand
- Review the Metrological Chapter, Chapter 5, and consolidate the material – Delta Air Lines

The working group will soon begin review and revision of **ARINC Report 668:** *Guidance for Tool and Test Equipment (TTE) Equivalency* and **ARINC Report 625:** *Industry Guide for Component Test Development and Management*.
The next LAM/TEG Working Group meeting is November 15-17, 2011, in Cocoa Beach, Florida.

For more information, please see the ARINC IA website:

http://www.aviation-ia.com/amc/projects/lam_teg/index.html

AMC
Together "We Set the Standard."

Standard for Cost Effective Acquisition (SCEA) Working Group

by Sam Buckwalter
ARINC Industry Activities

SCEA Activities

The SCEA Working Group held their third meeting October 4-5, 2011. More information can be found in the SCEA Working Group Meeting Report on the SCEA webpage given at the end of this article.

The next meeting of the Standard for Cost Effective Acquisition (SCEA) Working Group is tentatively scheduled for January 30-31, 2012, in Cocoa Beach, Florida. More information can be found in the SCEA Working Group Meeting announcement webpage.

The purpose of this SCEA Standard activity is to provide guidance and insight to the Airlines' and other organizations' procurement teams to ensure cost effective acquisition. This working group was created to safeguard the requirements, and the related rational for each of the various Airline Engineering, Airplane/Component Maintenance, and Training departments are documented so they can be included in any and all airline created procurement contracts. The requirements of these departments, as captured in this standard, must be considered during all stages of procurement activities from development of the Request-For-Proposal to final selection and contract award.

Proper consideration of these requirements during the procurement activities ensures that the product is adequately supported during each of the various stages of an airplane, system (including training systems), or component useful life. Inclusion of these requirements in the procurement contract will make the difference between the long term successful utilization of the product or its early and expensive demise.

Most procurement activities involving the major Airframe manufacturers include product support requirements within the contractual agreements. History has shown when properly applied, followed, and kept current, these product support agreements meet most of the airlines requirements. However, when the procurement activity takes place in an environment that does not include the Airframe Manufacturers support requirements, such as an airline directly procured equipment, Buyer Furnished Equipment (BFE), STC, or other modification, the airline procurement process often overlooks many of the important and costly support requirements. The result is inadequate support, shorter useful lifetimes, and higher costs to the Airline.
Some of the issues to be addressed are:

- Definition of a basic Product Support Model to illustrate the essential mechanisms that facilitate and ensure seamless and economical maintenance support throughout the equipment and aircraft life cycle.
- Take into account the requirements for support for aircraft engineering, aircraft maintenance, and training device acquisition and operation initially and over the life cycle of the aircraft or modification at the time of initial procurement.
- Definition of a basic Aircraft Operational Model.
- Definition of a basic Aircraft Life-Cycle Cost Model.
- Reference ARINC Specifications and Guidelines to facilitate an assessment of the economical and strategic advantage of those standards.
- Creation of a checklist of items essential for aircraft operation, specifically Line/Component Maintenance.
- Creation of a checklist of items essential for Training Device design, manufacture, operation, and maintenance.

The SCEA Working Group spent the majority of time conducting a comprehensive review of the strawman material to Project Paper 674. The details of all the changes are not addressed in this report. Please refer to Draft 1 of Project Paper 674, which will be on the ARINC website for all changes.

This report is intended to be used by Airlines, Flight Simulation Training Device (FSTD) operators, Airframers, and Integrators, as they communicate their life cycle requirements to the procurements departments by the engineering, maintenance, and training communities individually.

The next meeting will be January 30-31, 2012, in Cocoa Beach, Florida. For more information about the SCEA, please see the ARINC IA website:

http://www.aviation-ia.com/amc/projects/scea/index.html

Who Should Attend

The meeting should be attended by engineers from airline shops, MRO shops, purchasing departments, simulation departments, and airline system engineers, as well as people involved in contract activities (supporting activities or actual contracting).

AMC A Publication for the Avionics Maintenance Conference

PLANE TALK®

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ARINC Industry Activities Calendar

Levels of Avionics Maintenance (LAM) Test Equipment Guidance (TEG) Working Groups	November 15-17	Cocoa Beach Florida
Navigation Data Base (NDB/NDB) Subcommittee	December 6-8	Frankfurt Germany
Fiber Optics Subcommittee	January 11-12	Burbank California
Standard for Cost Effective Acquisition (SCEA) Working Group	January 30-31	Cocoa Beach Florida

2012 AMC
April 30— May 3, 2012
Anchorage Hilton — Eagan Convention Center

Mark the date and make your plans now!

http://www.aviation-ia.com/amc/index.html

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"Another Success Story!"

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