



U.S. Department  
of Transportation

*Federal Aviation  
Administration*

Small Airplane Directorate  
Atlanta Manufacturing Inspection  
District Office  
1701 Columbia Avenue  
College Park, GA 30337

December 30, 2009

PMA NO. PQ1630CE

Dixie Aerospace LLC.  
473 Dividend Drive  
Peachtree City, GA 30269

**FEDERAL AVIATION ADMINISTRATION - PARTS MANUFACTURER APPROVAL**

In response to your letters dated December 9, 2009 and December 30, 2009, whereby you notified this office that effective December 30, 2009, Dixie Aerospace, Inc. has changed its name and ownership to be known as Dixie Aerospace LLC. In accordance with the provisions of Title 14 Code of Federal Regulations, Part 21, Certification Procedures for Products and Parts, Subpart K, the FAA has found that the design data, previously submitted by Dixie Aerospace LLC, (hereinafter referred to as "the Manufacturer") meet the airworthiness requirements of 14 CFR applicable to the product(s) on which the part(s) is to be installed. Additionally, the FAA has determined that the Manufacturer has established the fabrication inspection system (FIS) required by § 21.303(h) at 473 Dividend Drive, Peachtree City 30269. Accordingly, Parts Manufacturer Approval (PMA) is hereby granted to the Manufacturer to produce the replacement parts (or modification parts, as applicable) listed in Supplements Number 1 thru 162, previously issued to Dixie Aerospace, Inc. in conformity with the FAA-approved design data. Subsequent changes to these design data must be approved in a manner acceptable to the FAA.

The following terms and conditions are applicable to this approval:

1. The Manufacturer's FIS, methods, procedures and manufacturing facilities, including suppliers, are subject to FAA surveillance or investigations. Accordingly, the Manufacturer must advise its suppliers that their facilities are also subject to FAA surveillance and investigations.
2. The Manufacturer must notify the Atlanta Manufacturing Inspection District Office (MIDO) in writing ten working days from the date the manufacturing facilities, at which parts are manufactured, are relocated or expanded, to include additional facilities at other locations. This requirement also applies to the Manufacturer's suppliers with major inspection authorization, and those suppliers who furnish parts or related services where a determination of safety and conformance to the approved design cannot or will not be made upon receipt at the approved receiving facility.

3. Upon request, the Manufacturer must make available to the FAA any pertinent information concerning their suppliers who furnish parts/services. This includes:


- a. A description of the part or service;
- b. Where any by whom the part or service will undergo inspection;
- c. Any delegation of inspection duties;
- d. Any delegation of materials review authority;
- e. The name and title of the FAA contact at the supplier facility;
- f. The inspection procedures required to be implemented;
- g. Any direct-shipment authority;
- h. Results of the Manufacturer's evaluation, audit, and/or surveillance of their suppliers;
- i. The purchase/work order number (or equivalent); and
- j. Any feedback relative to service difficulties originating at the Manufacturer's suppliers.

4. Parts appliances, or manufacturing services furnished by any suppliers located in a foreign country may not be used in the production of any part or appliance listed in the enclosed supplement(s) unless:

- a. That part or service can and will be completely inspected for conformity at the Manufacturer's U. S. facility; or
- b. The FAA has determined that the location of the foreign supplier facility places no undue burden on the FAA in administering applicable airworthiness requirements. The Manufacturer must advise the FAA at least ten working days in advance when the use of such foreign suppliers is contemplated. This will allow the FAA time to make this determination.

5. Parts produced under the terms of this approval must be permanently marked with the identification information as required by 14 CFR part 45, Identification and Registration Marking, § 45.15. Use the letters "FAA-PMA", the name, trademark, or symbol of the company, the part number, and the name and model designation of each type-certificated product on which the part is eligible for installation. If the part is too small or impractical to mark, the FAA must approve alternate means of identification. For a part based on an STC, the identification of installation-eligible type-certificated products must refer to the STC on the shipping documents.

6. This approval is not transferable and may be withdrawn for any reason that precludes its issuance or whenever the FAA finds that the FIS is not being maintained. A withdrawal may occur if unsafe or nonconforming parts are accepted under the FIS.
7. The Atlanta MIDO must be notified within ten working days from the date that the address shown in this approval has been changed.
8. The Manufacturer must maintain its FIS in continuous compliance with the requirements of § 21.303(h). The Manufacturer also must ensure that each part conforms to the approved design data and is safe for installation on type-certificated products.
9. The Manufacturer is eligible for the appointment of qualified individuals in its employ to represent the FAA as Designated Manufacturing Inspection Representatives (DMIRs) in accordance with the provisions of Part 183. The PMA holder may also be authorized to apply for and obtain an Organization Designation Authorization (ODA). Orders 8100.8 and 8100.15 contain procedures for the administration of DMIRs and ODAs respectively.
10. The Manufacturer must report in a timely manner, to the Atlanta MIDO, information concerning service difficulties on any part produced under this approval. The Manufacturer also must report any failures, malfunctions, and defects that are required to be reported in accordance with § 21.3.
11. All technical data required by § 21.303(c) (3), for the parts to be produced in accordance with this approval, must be readily available to the FAA at the facility where the parts are being produced.
12. The Manufacturer must notify the Atlanta MIDO immediately, in writing, of any changes to the FIS that may affect the inspection, conformity, or airworthiness of the parts approved in this letter.
13. The Manufacturer must produce all parts in accordance with Dixie Aerospace LLC Parts Manufacturing Approval Fabrication Inspection System Manual, Revision 6, dated December 30, 2009, that has been presented as evidence of compliance with § 21.303(h). Accordingly, any revisions to these data must be submitted to the Atlanta MIDO for approval prior to implementation.

  
Jim Reeves  
Manager, Atlanta Manufacturing  
Inspection District Office



U.S. Department  
of Transportation

*Federal Aviation  
Administration*

Small Airplane Directorate  
Atlanta Manufacturing Inspection  
District Office  
One Crown Center, Suite 225  
1895 Phoenix Blvd  
Atlanta, Georgia 30349

July 31, 2008

Dixie Aerospace, Inc.  
473 Dividend Drive  
Peachtree City, GA 30269

FEDERAL AVIATION ADMINISTRATION - PARTS MANUFACTURER APPROVAL

This letter is in response to your letter dated July 17, 2008, whereby you notified this office that Dixie Aerospace, Inc. would be relocating to Peachtree City, GA and that management and personnel would remain in place. The FAA has determined that Dixie Aerospace continues to meet the fabrication inspection system (FIS) required by part 21 § 21.303(h), at 473 Dividend Drive, Peachtree City, GA 30269. Accordingly, Parts Manufacturer Approval (PMA) is hereby granted to Dixie Aerospace, Inc. to produce the parts listed in FAA-PMA Supplement's 1 through 129, previously issued to Aviation Sales Company (d/b/a Dixie Aerospace), or Dixie Bearings, Inc., or Dixie Aerospace, Inc., all of which were located at 560 Atlanta South Parkway, Suite 100, Atlanta, GA 30349. Any changes to the design data for these parts must be approved in a manner acceptable to the FAA.

The following terms and conditions apply to this approval:

1. Dixie Aerospace, Inc.'s FIS, methods, procedures, and manufacturing facilities, including suppliers, are subject to FAA surveillance and investigations. Accordingly, the Dixie Aerospace, Inc. must advise its suppliers that their facilities are also subject to FAA surveillance and investigations.
2. Dixie Aerospace, Inc. must notify the Atlanta Manufacturing Inspection District Office (MIDO) in writing within ten working days from the date the manufacturing facilities, at which parts are manufactured, are relocated or expanded, to include additional facilities at other locations. This requirement also applies to the Dixie Aerospace, Inc.'s suppliers with major inspection authorization, and those suppliers who furnish parts or related services where a determination of safety and conformance to the approved design cannot or will not be made upon receipt at the approved receiving facility.

3. Upon request, Dixie Aerospace, Inc. must make available to the FAA any pertinent information concerning their suppliers who furnish parts/services. This includes:


- a. A description of the part or service;
- b. Where and by whom the part or service will undergo inspection;
- c. Any delegation of inspection duties;
- d. Any delegation of materials reviews authority;
- e. The name and title of the FAA contact at the supplier facility;
- f. The inspection procedures required to be implemented;
- g. Any direct-shipment authority;
- h. Results of Dixie Aerospace, Inc.'s evaluation, audit, and/or surveillance of their suppliers;
- i. The purchase/work order number (or equivalent); and
- j. Any feedback relative to service difficulties originating at Dixie Aerospace, Inc.'s suppliers.

4. Parts, appliances, or manufacturing services furnished by any suppliers located in a foreign country may not be used in the production of any part or appliance listed in the enclosed or referenced supplements unless:

- a. That part or service can and will be completely inspected for conformity at the Dixie Aerospace, Inc.'s U.S. facility; or
- b. The FAA has determined that the location of the foreign supplier facility places no undue burden on the FAA in administering applicable airworthiness requirements. Dixie Aerospace, Inc. must advise the FAA at least ten working days in advance when the use of such foreign suppliers is contemplated. This will allow the FAA time to make this determination.

5. Parts produced under the terms of this approval must be permanently marked with the identification information as required by 14 CFR part 45, Identification and Registration Marking, § 45.15. Use the letters "FAA-PMA," the name, trademark, or symbol of the company, the part number, and the name and model designation of each type-certificated product on which the part is eligible for installation. If the part is too small or impractical to mark, the FAA must approve alternate means of identification. For a part based on an STC, the identification of installation-eligible type-certificated products must refer to the STC on the shipping document.

6. This approval is not transferable and it may be withdrawn for any reason that precludes its issuance or whenever the FAA finds that the FIS is not being maintained. A withdrawal may occur if unsafe or nonconforming parts are accepted under the FIS.
7. The Atlanta MIDO must be notified within ten working days from the date that the address shown in this approval has been changed.
8. Dixie Aerospace, Inc. must maintain its FIS in continuous compliance with the requirements of § 21.303(h). Dixie Aerospace, Inc. also must ensure that each part conforms to the approved design data and is safe for installation on type-certificated products.
9. Dixie Aerospace, Inc. is eligible for the appointment of qualified individuals in its employ to represent the FAA as Designated Manufacturing Inspection Representatives (DMIRs). The DMIRs may issue an export airworthiness approval for Class II and Class III products.
10. Dixie Aerospace, Inc. must report in a timely manner, to the Atlanta MIDO, information concerning service difficulties on any part produced under this approval. Dixie Aerospace, Inc. also must report any failures, malfunctions, and defects that are required to be reported in accordance with § 21.3.
11. All technical data required by § 21.303(c)(3), for the parts to be produced in accordance with this approval, must be readily available to the FAA at the facility where the parts are being produced.
12. Dixie Aerospace, Inc. must notify the Atlanta MIDO immediately in writing of any changes to the FIS that may affect the inspection, conformity, or airworthiness of the parts approved in this letter.
13. Dixie Aerospace, Inc. must produce all parts in accordance with Dixie Aerospace, Inc.'s Fabrication Inspection System Manual, Revision 5, dated July 28, 2008, that has been presented as evidence of compliance with § 21.303(h). Accordingly, any revisions to these data must be submitted to the Atlanta MIDO for approval prior to implementation.

  
Jim Reeves  
Manager, Atlanta Manufacturing  
Inspection District Office



U.S. Department  
of Transportation

Small Airplane Directorate  
Atlanta Manufacturing Inspection  
District Office  
One Crown Center, Suite 475  
1895 Phoenix Boulevard  
Atlanta, GA 30349

**Federal Aviation  
Administration**

July 11, 2003  
Revised: July 14, 2003

Project No. PQ1630CE

Dixie Aerospace, Inc.  
560 Atlanta South Parkway, Suite 100  
Atlanta, Georgia 30349

**FEDERAL AVIATION ADMINISTRATION-PARTS MANUFACTURER APPROVAL**

A review of the FAA-PMA Supplements for Dixie Aerospace, Inc. indicated that the MD-90 Series should be listed for part number 117088WD. We have made the necessary changes to Supplement Number 18. Please remove the current Supplement number 18, dated July 11, 2003, and replace with the attached revised supplement **18R**. Therefore, in accordance with the provisions of 14 CFR part 21 (part 21), Subpart K, we have found that the design data, based on Identity submitted by Dixie Aerospace, Inc. with five (5) letters dated July 8, 2003 meet the airworthiness requirements of the regulations applicable to the products on which the parts are to be installed. Additionally, it has been determined that Dixie Aerospace, Inc. has established the fabrication inspection system required by part 21 § 21.303(h) at 560 Atlanta South Parkway, Suite 100, Atlanta, GA 30349. Accordingly, Parts Manufacturer Approval (PMA) is hereby granted for production of the replacement parts listed in the enclosed Supplement No. 18R.

You are reminded that the provisions of the Federal Aviation Regulations, noted in our PMA letter of approval dated June 3, 2002, also apply to the enclosed PMA Listing-Supplement No. **18R**.

Sincerely,

for Jim Reeves  
Manager, Atlanta Manufacturing  
Inspection District Office

Enclosure

PARTS MANUFACTURER APPROVAL NO. PQ1630CE  
 PRODUCTION APPROVAL LISTING - SUPPLEMENT NO. 18R

DATED JULY 11, 2003  
**Revised July 14, 2003**

FEDERAL AVIATION ADMINISTRATION - PARTS MANUFACTURER APPROVAL

Dixie Aerospace, Inc.  
 560 Atlanta South Parkway,  
 Suite 100  
 Atlanta, GA 30349

<u>Part Name</u>	<u>Part Number</u>	<u>Approved Replacement For Part Number</u>	<u>Approval Basis &amp; Approved Design Data</u>	<u>Make Eligibility</u>	<u>Model Eligibility</u>
Bearing, Ball, Annular	117088WD	Honeywell p/n 117088	Identity per 14 CFR § 21.303(c)(4), Dixie Aerospace DWG No.: 6000 Rev: A Date: July 12, 2001 or later FAA Approved revision	Boeing	707-100 Long Body, -100B Long/Short Body, -200/-300/-300B, C/-400 series
				McDonnell Douglas Corp.	727/-727C/727-100 & 100C/-200 & -200F Series  737-100/-200, -200C/-300/-400/-500/-600/-700/-800/-900 series  767-200/-300,-300F/-400ER series  DC-8-11/-12/-21/-31/-32/-33/-41/-42/-43/-51/-52/-53/-61/-61F/-62/-62F/-63/-63F/-71/-71F/-72/-72F/-73/-73F series  DC8-8F-54/-55 series  DC-9-11/ -12/ -13/ -14/ -15, -15F/ -21/ -31/ -32,- 32F/ -33F/ -34, -34F/ -41/ -51/ -81/-82/-83/-87/MD-88 series MD-90 series  MD-11, MD-11F series



<u>Part Name</u>	<u>Part Number</u>	<u>Approved Replacement For Part Number</u>	<u>Approval Basis &amp; Approved Design Data</u>	<u>Make Eligibility</u>	<u>Model Eligibility</u>
				Airbus	A-300-100/-200/-600 series A-310-200/-300 series A-319-100 series A-320-100/-200 series A-321-100/-200 series A-340-200/-300 series
				British Aerospace	Bae146-100/-200/-300 series Avro 146 RJ70A series Avro 146 RJ85A series Avro 146 RJ100A series
				Canadair	CL600-1A11/-2A12/-2B16 (CL604)/ -2B19(CRJ100/CRJ200)/ -2C10(CRJ700)/-2D24 (CRJ900) series
				CFM International	CFM56-5A, -5B, -5C series
Bracket Assembly, Mounting	747766WD	Sunstrand 747766	Test and Computation per 14 CFR § 21.303(c)(4), Dixie Aerospace <u>DWG No.:</u> 6117 <u>Rev:</u> A <u>Date:</u> February 14, 2003 or later FAA Approved revision	Boeing	747-400 & -400F series 767-300 series
				Airbus	A-319-100 series A-320-100/-200 series A-321-100/-200 series A-340-200/-300 series
Vane, Pump	753545WD	Hamilton Sunstrand 753545	Test and Computation per 14 CFR § 21.303(c)(4), Dixie Aerospace <u>DWG No.:</u> 6118 <u>Rev:</u> A <u>Date:</u> February 14, 2003 or later FAA Approved revision	Airbus	A-340-200/-300 series
Bearing, Ball, Annular	3238642-1WD	Honeywell 3238642-1	Test and Computation per 14 CFR § 21.303(c)(4), Dixie Aerospace <u>DWG No.:</u> 6063 <u>Rev:</u> N/C <u>Date:</u> December 12, 2002 or later FAA Approved revision	Boeing	737-300/-400/500 series
				McDonnell Douglas Corp.	DC-8-71,-71F/-72,-72F/-73, -73F series
				Airbus	A-319-100 series A-320-100/-200 series A-321-100/-200 series A-340-200/-300 series
				CFM International	CFM56-2A, 2B, & 2C series CFM56-3, 3B & 3C series CFM56-5A, 5B, & 5C series

Bearing,  
Ball,  
Annular

358242WD

Honeywell  
358242

Test and Computation per  
14 CFR § 21.303(c)(4),  
Dixie Aerospace  
DWG No.: 6101  
Rev: A  
Date: December 5, 2002  
or later FAA  
Approved revision

Boeing

707-100 Long Body, -100B  
Long/Short Body, -200/-300/  
-300B& C/-400 series

727C/727-100, -100C/ -200,  
-200F Series

737-100/-200, -200C series

McDonnell  
Douglas

DC-9-11/ -12/ -13/ -14/ -15,  
-15F/ -21/ -31/ -32, - 32F/  
-33F/ -34, -34F/ -41/ -51/  
-81/-82/-83/-87/MD-88 series

Fokker

F.28 Mark 1000  
F.28 Mark 2000  
F.28 Mark 3000  
F.28 Mark 4000  
F.28 Mark 0100 (Fokker F-  
100)  
F.28 Mark 0070 (Fokker F-  
70)

Gulfstream

G-1159 ( Gulfstream II)  
G1159A (Gulfstream III)  
G1159B (Gulfstream IIB)  
G-IV

**-END OF LISTING-**

**NOTE: Minor design changes (reference 14 CFR part 21 §§ 21.93 and 21.95) must be submitted in a manner as determined by the ACO. Major design changes (reference 14 CFR part 21 §§ 21.93 and 21.97) to drawings and specifications are to be handled in the same manner as that for an original FAA-PMA.**



For Jim Reeves  
Manager, Atlanta Manufacturing  
Inspection District Office