



U.S. Department
of Transportation

**Federal Aviation
Administration**

**Los Angeles – Manufacturing
Inspection District Office
Transport Airplane Directorate**

3960 Paramount Boulevard
Lakewood, California 90712-4137

File Number 2007NM460003

November 28, 2006

Airtech International, Inc.
Attn: Jeff Dahlgren, President
5700 Skylab Road
Huntington Beach, CA 92647

Dear Mr. Dahlgren:

In our letter dated October 20, 2006, you were advised that the Federal Aviation Administration (FAA) was investigating a Suspected Unapproved Parts (SUP) allegation which indicated that, Airtech International, Inc. (Airtech) failed to comply with Title 14 Code of Federal Regulations (14 CFR). This matter involves the sale of unapproved or substitute composite bagging materials for use in the manufacture of type certificated products.

In our evaluation of this case, we have given consideration of the fact that your company:

Immediately conducted an investigation into the condition identified, determined the cause, and administered the following corrective action:

a. It appears that Vought Hawthorn had mistaken your P3 which is Perforated for P2 which is Pin Pricked. Your letter dated 7/8/1999 appears to have clarified the matter because Vought did not give you a corrective action request on the subject. The sample given to me by Vought also matched your current P3 that I saw in production during my visit at Artech. The sample of P3 and the magnified photograph given to me by Vought did appear to have some manufacturing problems where some of the material stretched but was not perforated.

As for the issue of supplying 7 ounce vs 10 ounce breather, my records and yours clearly show that Vought Hawthorn has always known that they were getting Airweave N7 (7 oz) breather in the Stretch Lease. You do not Certify to the Boeing Specification. You Certify to the material manufactures data sheet and not to aerospace manufactures specifications.