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For Immediate Release

SAE International Publishes New Standard for Aircraft Engine Inspection Frequency Plans

WARRENDALE, Pa. (May 15, 2015) – The SAE Technical Committee G22 - Aero Engine Supplier Quality (AESQ) Group announces the publication of “[AS13002, Requirements for Developing and Qualifying Alternate Inspection Frequency Plans.](#)”

The purpose of this standard is to provide common requirements for developing and qualifying an alternate inspection frequency plan where characteristics are not inspected 100 percent of the time.

The Alternate Inspection Frequency standard adopts industry best practices for measurement system analysis (MSA) and statistical techniques, including International Aerospace Quality Group (IAQG) and AESQ standards, and describes the acceptance criteria that suppliers are expected to apply.

David Goldberg of GE Aviation led the development of the Alternate Inspection Frequency standard. He commented, “Aero-engine companies currently have their own requirements for Inspection Frequency which are very similar. A single standard will be more efficient for suppliers and reduce confusion in the supply chain. We developed this standard to allow for a single method for developing inspection plans other than 100-percent inspection of all features.”

The standard is prescriptive; its concepts are supported by existing industry-wide training and consultancy provisions. Engine manufacturers will be communicating their specific deployment requirements to their suppliers over the coming months.

Formed in 2013, the AESQ includes in its membership engine manufacturers as well as major suppliers. Companies represented include GE, GKN, Honeywell, PCC, Pratt & Whitney, Rolls-Royce, and SNECMA.

Its mission is to improve the quality capability of the Aero Engine Supply Chain and reduce costs through eliminating waste.

The group aims to harmonize its supplier quality management requirements using the following key principles:

1. Create simple, prescriptive requirements;
2. Establish clear acceptance criteria;
3. Create a common language for quality;
4. Build on existing industry best practices.

Suppliers who are part of the Aero Engine supply chain can get involved in the development of future requirements by contacting;

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