



THE SUPPLIER

A SUPPLIER OF NEWS AND
INFORMATION

AIR CARRIER SECTION

COORDINATING AGENCY FOR SUPPLIER EVALUATION

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PRESIDENT'S PEDESTAL

By: Gay Bastain, Sky West

What an interesting time we are having in our Industry! We have new rules, changes in Operation Specification requirements, and not a lot of communication regarding the alterations.

I want to take this opportunity to personally thank George Worley for his efforts in keeping us all informed of the day-to-day updates of the guidance that is available to us from the Offices in Washington. Terry Bowles, ASA put it so eloquently when he said to George, "It would be very hard and time consuming for all of us to research this important data, daily, such as you are providing for us. We have completed our fair share of research on these subjects but it seems that you are on top of it all (and two steps ahead)."

"It is George's diligence that keeps me aware and also gives all of us direction as to the decisions we make for our Companies and the C.A.S.E. Organization. From all of us George, thank you from the bottom of our hearts."

We are going to be fortunate to have a Guest Speaker at the Spring Conference Lunch from the RAA. Her assignment has been to help enlighten us on these very subjects. It should be excellent information for all.

I am really looking forward to seeing all of you at the Conference in St. Louis. Again, your work is appreciated, without your dedication and expertise where would we be?

BY GEORGE

By George Worley, TWA Airlines

I know things have been confusing over the last month or so. Please read the following concerning the Drug and Alcohol Program. Especially concentrate on information concerning non-certificated repair facilities. We need to all assure that non-certificated repair facilities (sub contractors) that are performing safety sensitive work for an air carrier have a valid anti-drug and alcohol program that complies with Appendices I and J of Part 121. They must also register with the drug abatement office by March 12, 2004.

On January 12, 2004, the Federal Aviation Administration (FAA) published a final rule, "Anti-drug and Alcohol Misuse Prevention Programs for Personnel Engaged in Specified Aviation Activities" in the Federal Register. Please see the final rule section under the web page (www.faa.gov/avr/aam/adap/index.cfm) for a complete copy of final rule.

One of the major changes in the final rule is elimination of the review and approval process for anti-drug plans and alcohol misuse prevention program certification statements. Effective February 11, 2004,

the final rule requires **new and existing** companies to have, or obtain an Anti-drug and Alcohol Misuse Prevention Program Operations Specification or register with the FAA as specified.

All previous FAA-approved plans and alcohol misuse prevention program certification statements will be rescinded with the issuance of an Anti-drug and Alcohol Misuse Prevention Program Operations Specification or registration (as applicable by type of entity) to the company. If you are a certificate holder you must request or obtain your Anti-drug and Alcohol Misuse Prevention Program Operations Specification by February 11, 2004 **[Extended by the FAA until 7/29/04]**. If you already have an Anti-drug and Alcohol Misuse Prevention Program Operations Specification, you do not need to submit. If you are a non-certificated company you must register by March 12, 2004.

Another point we want to remember. Repair stations currently listed in the CASE register had valid drug and alcohol programs on February 10th. Lets not panic and start deleting a vendor because they don't have an A449 on their Ops Spec. Make a finding and give the FAA time to issue the Ops Spec. Remember the PMI's didn't know about the new

requirements until about 10 days prior to the deadline. If the vendor has a letter that they submitted the paperwork to the FAA for the Op Spec change let's give them time to get it in their possession.

ACS SPRING 2004 ELECTIONS

Positions scheduled for election at the Spring 2004 conference are as follows;

- ACS Database Chair
- ACS Standards & Procedures Chair

If you are interested in this position, you may submit your name for election at any time, including at the meeting itself. However, if possible, please let a member of the ACS Ops. Committee know of your intention to run, prior to the meeting.

SPRING 2004 CONFERENCE

Information and on-line registration forms for the Spring 2004 Meetings at the Sheraton Hotel, St. Louis Missouri, 25-28 April has been posted on the C.A.S.E. website. Go to the C.A.S.E. home page and click on What's New or go to www.caseinc.org/news.htm. The Invitation/ Registration/ Hold Harmless Agreement link to the Adobe (.pdf) file will be on the Calendar.

FUTURE TRAINING UPDATE

As announced, here are the dates for the next training sessions, which are to be held at the DFW Embassy Suites South.

- 18---21 July 2004
- 9----12 Jan 2005

Two, two-day training sessions, occur during each four-day period. Should a trainee not pass the test during the first session, he/she may not attend the second session and must return at a later date. Keep in mind that the training sessions are designed for experienced auditors. Side bar classes may be available at each session and will be announced as far in advance as is possible.

FALL 2004 CONFERENCE

3---8 October, 2004 Salt Lake City, Utah, Marriott City Center

A & C COMMITTEE NEWS

by *Brian Bittner, Federal Express*

Maintaining Authorization:

The Audit & Compliance Committee would like to remind all C.A.S.E. qualified auditors, that the responsibility for maintaining authorization and recurrent training, as outlined in P&P 2-3-1, belongs to each individual auditor. The Audit & Compliance Committee does not provide notifications of pending check-ride or recurrent training requirements. However, the Committee and Level IV Evaluators do monitor for on-time compliance. Any auditor, who is in a situation that will cause them to be unable to meet the authorization maintenance requirements, must consult the Audit & Compliance Committee Chair in advance of authorization or training expiration.

Thanks,

Brian Bittner, A&C Chair

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WEB SITES OF INTEREST

- <http://av-info.faa.gov/dst/reference.htm>
- <http://www.arsa.org/>
- <http://www.ex.ac.uk/cimt/dictunit/dictunit.htm>
- <http://www.xe.com/>
- <http://www.jaa.nl/>
- <http://www.gidm.dlis.dla.mil/bincs/default.asp>
- <http://www.chemexper.com/>
- <http://www.clearandbright.com/>
- <http://travel.state.gov/>
- <http://www.arsa.org/part145/A/C145-9.pdf>
- <http://www.desc.dla.mil/DCM/DCMPage.asp?pageid=10>

DATABASE // ROM

By: *Gene Swan, CASE G/M*

A rule we follow here is to always keep supplier names consistent with the name

on the supplier's Air Agency Certificate. To do this we have nagged auditors to fax us a copy of the cert. whenever a name change or a new supplier was processed through the Database. Jerry Frederick worked out the mechanics to make these faxes available to all users. Here is how it works. When a fax is received, it is stored on our fax server as a graphics file. The administrator reviews the fax and saves the file with the 8-digit repair station number as the file name. This allows the database to find (hyperlink) the appropriate cert. based on the repair station number field of the form you are looking at, be it the Vendor Pool, Register, or transmittal. To retrieve the cert. from any form, just click on the "FAA" button on the top toolbar. If the cert(s). are on file they will display, if not you will get a message informing you they are not on file.

All you history buffs take note. We now have copies of all the issues of "The Supplier" dating back to the debut issue. Not all have been scanned and posted but check the archive page, <http://www.caseinc.org/docs/archive.htm> regularly for the latest posting which is a work-in-progress.

DID YOU KNOW?

The key differences in the requirements for FAR 145 Repair Stations?

1. **DOMESTIC:**
 - Do not pay for certification costs incurred by FAA.
 - FAA certification lasts indefinitely.
 - FAA requires employees to be subject to anti-drug and anti-alcohol testing.
 - Certain repair station personnel are required to be certificated by the FAA.
2. **FOREIGN:**
 - Pay fee for certification and renewal costs incurred by FAA.

- FAA certification must be renewed every 1 to 2 years.
- FAA does not require employees to be subject to anti-drug and anti-alcohol testing.
- Repair station personnel are not required to be certified by FAA. However, personnel may be certified by the aviation authority where they are located.

CASE STATISTICS:

As reported by the ACS Membership Committee:

- ⇒ **Sustaining Members- 60**
- ⇒ **Associate Members- 25**
- ⇒ **Entry Level- 13**
- ⇒ **Current Total- 98**
- ⇒ **Total 1A Auditors- 125**
- ⇒ **Total 2A Auditors- 24**

AUDITOR / AIRCARRIER ACTIVITY

Since the last issue of The Supplier,

Eight (8) auditors have achieved Level III - 1A status :

- Delaney Fernando, Horizon
- Robert Jusino, Atlas
- Patrick Williams, USA 3000 Airlines
- H.S. (Harrison) SUK, Korean
- Monty Jackson, American Airlines
- Jerry Allen, Omni Air International
- Howard Dunn, Mesaba
- John Miller, Trans States

Two (2) auditors have achieved Level III -2A status:

- φ Michael Goering, Kalitta Air
- φ James Anderson, American Eagle

No Air Carriers are currently operating under an A&C exemption.

AUDITOR'S ON THE MOVE;

- φ Bob Curley, From United to ATA
- φ Peter Kienzle, From Mesaba to Champion
- φ Richard Dingee, From Ryan to ASTAR

AUDITOR'S NO LONGER AUDITING;

- Gene Livingston, left ACA, Atlantic Coast
- Chris Broadhurst, ASTAR
- Ken Allen, left Atlantic Coast
- Larry Mitchell, Atlantic Coast
- Brent Mullins, Skywest
- Aaron Rich, Horizon
- Nick Jilek, Northwest
- Eric Backlin, Evergreen
- Anthony Stroud, Air Canada
- Clarence White, Atlantic Southeast
- Tom Ahr, Northwest Airlines
- Joe Sigg, Skywest
- John Nielsen, SAS

NEW SUSTAINING AIR CARRIER:

□ **USA 3000 Airlines**

CASE ACS welcomes USA 3000 Airlines, flying a fleet of advanced Airbus A320-214 aircraft powered by CFM-56 engines. Cabins are configured with 168 seats in a single-class configuration, which guarantees a seat pitch of at least 30 inches.

USA 3000 Flights operate from Philadelphia, Newark, Chicago O'Hare, Pittsburgh, Hartford-Bradley, Baltimore, Columbus, Cleveland, Cincinnati to warm weather destinations in the Caribbean and Mexico. Many flights are operated to Cancun, Mexico and Punta Cana in the Dominican Republic.

NEWSLETTER CONTRIBUTORS

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SIDE BAR DISCUSSION

By; Glenn Bolton, Lynden Air Cargo

What are FAA Bilateral Agreements?

http://www.faa.gov/certification/aircraft/bilateral_agreements.htm

Bilateral agreements facilitate the reciprocal airworthiness certification of civil aeronautical products imported/exported between two signatory countries. A Bilateral Airworthiness Agreement (**BAA**) or Bilateral Aviation Safety Agreement (**BASA**) provides for airworthiness technical cooperation between the FAA and its counterpart civil aviation authorities. To date, the U.S. has concluded 27 BAA and 5 BASA with Implementation Procedures for Airworthiness.

□ **BAA (prior to 1996)**
 Bilateral Airworthiness Agreements are executive agreements concluded prior to 1996 through an exchange of diplomatic notes between the U.S. Department of State and its foreign counterpart based on FAA technical recommendations. (Note: The United States no longer concludes Bilateral Airworthiness Agreements.)

□ **BASA (after 1996)**
 In 1996, a new agreement format was introduced, the Bilateral Aviation Safety Agreement, to replace the Bilateral Airworthiness Agreement format. In addition to airworthiness certification, Bilateral Aviation Safety Agreements provide for bilateral cooperation in a variety of aviation areas, including maintenance, flight operations, and environmental certification. For aircraft certification, an additional document, an Implementation Procedures for Airworthiness, is developed to address specific areas such as design approvals, production activities, export airworthiness approval, post-design approval activities, and technical cooperation.

**THE NEW 2A FUEL
STANDARD**

By: Joe Fernandez

As we all know the quality requirements for the into-plane and storage fuel vendor, was created in the latter part of 2003 - as the long awaited CASE 2A Standard. The hard work to create such a document by the members of the Fuel Committee under the leadership of Fuel Committee Chairman, Bill Battisti and Vice-Chair Millie Secret was recognized with the awards (certificates and plaques) given to various individuals and airlines. Several of us are very proud to have participated in process. We know history is being made within the organization and at the same time changing the future of the aviation industry. My congratulations again to all those persons and their airlines, which are too numerous to mentioned in this article, for a job well done.

As with all new method or procedures, it is basically a tool that we must learn, understand and use. It is recommended that we communicate with our fuel vendors about the Standard. Following is a short article highlighting the CASE 2A Standard and its requirements:

- The 2A Standard encompasses the requirements of the *into-plane* and *fuel storage* vendors. It's divided within the checklists as CACS-25 and CACS-26, respectively. The Standard covers 16 areas of quality & safety that we must evaluate when conducting audits of fuel agencies.
- Within each standard, we audit to ensure compliance in each area in addition to our airline's fuel manual requirements (if applicable) and other industry's requirements that are also referenced in the General Section of the Standard. It is also important to remember that we are to generate the Vendor Letter of Expectation, CACS-7 upon taking register action and submits a copy of it to the CASE General Manager.
- Within the fuel vendor's quality program, we must ensure that safe

receipt, storage and distribution of jet fuel and documentation of QC records are accomplished in accordance with industry standards. The tests are to be conducted at the appropriate intervals. The vendor must have procedures in place ensuring compliance with customer's specifications, regulatory requirements, and good industry practice.

- The agency's requirements have to ensure that personnel are trained as appropriate. They must ensure that equipment of the storage facility, hydrant systems and into-plane fueling vehicles are maintained and operationally ready and meet the appropriate specifications.
 - During our visits to the fueling agencies, we are to test and operationally check equipment as well as fueling vehicles to ensure proper function to include safety equipment functionality.
 - One of the new terms within the Standard is "Alternate Means of Compliance", which is the old way of saying "Airlines' Waivers". This is a request by the agency to each air carrier to comply with the Standard but in another fashion and not necessarily the same method employ in the standard.
 - It is equally important to note that auditors must demonstrate their knowledge with the document and its application during initial and recurrent check-rides with a Level IV, 2A Evaluators.
- As professional auditors and with our efforts, we can continue to achieve a high safety factor for fuel storage and fueling operations. This in turn makes our airlines' safety and reliability factor higher, thus achieving incident and accident free environment, and has a positive effect on the whole industry.

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Troy E. Shuck

June 26, 1963 ~ January 14, 2004

Services for Troy Eugene Shuck, 40, were held Monday January 19, 2004, at Cornerstone Baptist Church, 3983 W. Prairie Ave., Hayden, Idaho. Troy was well known within the CASE organization and highly thought of by all. His many contributions to the organization have helped immeasurably in getting CASE where it is today and have helped to foster aviation safety.

His support, friendship, and smile will be greatly missed by all who knew him. Troy was very active in his church and contributed his time and talents to the service of the Lord. He was an Eagle Scout, Vigil Honor member, and had a talent for all things computer related.

Troy is survived by his wife Darlene M. Shuck and their children April, Ryan, Devin, and Pamela, all of Post Falls, Idaho; parents Donald and Carolyn Shuck, of Colorado Springs, Colorado; brothers Donald, Stanley, and Clayton Shuck, and sisters-in-law and many nieces and nephews, all of Colorado Springs, Colorado.

Our heart felt condolences go out to his family and friends, all of who love him and will greatly miss him, for his untimely death.

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AIR CARRIER SECTION

This publication is being produced as a “Word 98” document and converted to a .pdf format for posting in the Newsletter Committee page of the Air Carrier Section of the CASE website www.caseinc.org . As a Newsletter Committee, it is our goal that you will find these articles, not only interesting and easy to read, but also of a value as you conduct your audit activities.

If you would like to contribute articles, pictures, web-sites, or have topics you would like to see included in future issues of The Supplier, please contact (E-mail) Glenn Bolton, ACS Newsletter Committee Chairman, at, gbolt@lac.lynden.com , or Lenny LaBlanc, Newsletter Committee Vice-Chairman at, lleblanc@phihelico.com, or any member of the Operations Committee.