



# THE SUPPLIER

A SUPPLIER OF NEWS AND  
INFORMATION

## AIR CARRIER SECTION

COORDINATING AGENCY FOR SUPPLIER EVALUATION

VOL. 17 NO. 2 December 29, 2006

### SPRING 2007 CONFERENCE

by: *Gay Bastian, Sky West*

April 22 thru 25, 2007  
AA Training and Conference  
Center/Dolce, Dallas Fort Worth, TX

To the Membership:

I felt that a note of explanation for the location of this Conference was prudent. Through room night attrition at our last Training meeting held at the AA Training location, CASE was committed to paying for rooms not occupied. Even though the Board of Directors felt that there was a communication error that kept us from our commitment, the bill was considered due and payable. There were provisions made to the extent that C.A.S.E. is allowed to use the funds paid for the said room nights for a credit towards a function held at the Dallas AA Training Center during 2007. Thus the Conference will be held at this location April 2007 to make maximum use of our limited resources.

We will be giving Members a direct line to make their reservations, and a code number to link us directly to our group billing. Please support the Organization by attending this Conference and making it the success that our past meetings have been. Thank you for your understanding and support.

Warmest Regards,  
Gay Bastian, President

### SPRING-07 CONF. ELECTIONS

Two (2) ACS positions are scheduled for election at the Spring 2007 conference as follows;

1. ACS Secretary
2. ACS Training Committee Chair

If you are interested in a position, please submit your name for election at any time. If possible prior to the meeting, let the A&C Committee Chair (*Andy Monteith*) or the A&C Vice-Chair (*Ken Shadursky*) know of your intention to run.

### FALL CONFERENCE-06, AFTER-ACTION REPORT:

We had a great conf in Austin TX at the Lakeview Resort with 96 in attendance. The committees were very busy and four (4) elections were accomplished;

- ❖ **ACS Chair** George Worley, AA
- ❖ **ACS Vice Chair** Ken Davis, FedEx
- ❖ **Fuel Committee Chair** Richard Boucher, SkyWest
- ❖ **ACS Membership & Promotions** Mike Zikoski, FedEx

During this Conference, two committees were designated and formed. One committee is dealing with a complete review of the CASE P&P and standards to determine what needs to be changed to remove the confusion auditors are having concerning deleting a vendor from the register, interpretation issues etc. The other committee is looking into how CASE can work more closely with the new CASS requirements.

### FUTURE CONFERENCES

- ✚ Fall 2007 (Nov 5-8) Conference at the St. Louis Sheraton, St. Louis, Missouri
- ✚ Spring 2008 (April 22-26) Conference at the Miami Sheraton, Miami, Florida

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### TRAINING—WINTER 2007

by: *"Vinny" Martinez, American Airlines*

Winter 2007 January 14th - 18<sup>th</sup>  
Irving, Texas

[DFW Embassy Suites Irving Texas](#)

The Embassy Suites Dallas Hotel Airport South is located minutes from DFW International Airport. Local

shopping includes Grapevine Mills Mall and Irving Mall. Nearby attractions include Six Flags Over Texas; Lone Star Park, site of the 2004 Breeder's Cup; West End Market Place; the Mesquite Rodeo; Dallas and Fort Worth Zoos; the Fort Worth Stockyards; Dallas Museum of Art; and Fair Park, home to Big Tex and the Texas State Fair!

The Mediterranean style high-rise features a 10-story tropical garden atrium complete with waterfall and exotic fish! An indoor pool and heated whirlpool and a workout room with state-of-the-art cardiovascular equipment. Free parking, complimentary newspaper, room service, guest laundry, wheelchair accessible accommodations and express checkout are just a few of the amenities you will enjoy during your stay. A full-service business center features color copier, computer stations and office supplies. A complimentary, full cooked-to-order breakfast is served each morning in the Atrium Cafe. A manager's reception is held each evening featuring your favorite beverages.

As a reminder from the training committee, please keep in mind that the training sessions are designed for experienced auditors. Also, any auditor(s) showing up late for class(s) [The P&P, pg. 2-3-1, requires ATTENDANCE] or not bringing a current P&P, will not be allowed to test, only "audit" the class(s), and once you sign in for a class, you must complete that same class in order to receive credit. Anyone changing classes and / or instructors without instructor approval will not receive training credit!

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**A & C COMMITTEE NEWS**  
by: *Andy Monteith*, FedEx Express

Firstly, please join me in offering Ken Shadursky, USA 3000 Airlines, a very warm welcome as the newly appointed A&C Committee Vice-Chair. Thanks Ken for stepping up and for your support.

I would also like to remind you that the annual activity reporting (Required not later than January 31<sup>st</sup> for the previous calendar year) should include statements that all Level III/IV qualified persons have accomplished the required number of audits to remain current "and" a verification statement to include all contact information in the data base is correct. I am delegating the responsibility to review and tally your reports with Mr. John Stevens, Alaska Air. For those of you who have responded earlier, not to worry. I have forwarded your reports to John at [John.Stevens@AlaskaAir.com](mailto:John.Stevens@AlaskaAir.com)

If an auditor has moved on, retired, or just should be removed from your roster, please enter an auditor transmittal, REMOVE AUDITOR. I will review and process. At that time your roster will be up to date.

Issues with the data base have shown me that some updates for check rides may have not taken. I am not sure why, but certain auditors will be contacted and asked to provide me with a copy of your last CACS-5, page one and two. If while you are reviewing the auditor contact information and you see your auditor has an error with their last check ride date, please forward the last CACS-5 and I will make the needed corrections.

As always, if you have any questions, please let me know. I wish everyone a very happy and safe holiday season. Best regards.

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**C.A.S.E. STATISTICS**

As reported by the ACS A&C Committee Dec 2006:

- ⇒ **Level III 1A Auditors - 82**
- ⇒ **Level IV 1A Evaluators - 8**
- ⇒ **Level III 2A Auditors - 25**
- ⇒ **Level IV 2A Evaluators - 4**
- ⇒ **TOTAL AUDITORS -- 119**

**AUDITOR / AIRCARRIER ACTIVITY**

**SUSTAINING MEMBERS OPERATING UNDER**

**EXEMPTIONS, THREE (3):**

- ❑ Express Net Airlines LLC
- ❑ Express Net
- ❑ Frontier Airlines

**AUDITOR'S (9) ON THE MOVE:**

- Glenn Delaney, Spirit Airlines, Moved to Kalitta Charter
- George Pastular, Custom Air Transport, No longer auditing
- Andy Monteith, UPS, Moved to FedEx
- Ken Davis, ATA Airlines, Moved to FedEx
- John Bruce, Delta Airlines, Moved to FedEx
- Carl Steitz, left Frontier Airlines, for the FAA
- Monty Jackson, American Airlines, No longer auditing
- Jim Anderson, American Eagle, No longer auditing
- Michael Bonham, Jet Blue, No longer auditing

Since the last issue of The Supplier,

**NEW LVL III AUDITORS – 1A (7)**

Roy Carlock	Atlas Air
Randall	Trans States Airlines
Berkbigler	Airlines
Ton de Gelder	KLM
John Healy	Piedmont Airlines
Aixa Alvarado	Copa Airlines
Paula Campbell	Alaska Airlines
Marco Kazmi	Miami Air International

**NEW LVL III AUDITORS – 2A (3)**

Lana Burnham	Defense Energy Support Center
Michael Simmons	Pinnacle Airlines
Tom DiPaola	Defense Energy Support Center

**NEW LVL III AUDITORS – 3A (0)**

**NEW LVL IV EVALUATORS – 1A (0)**

**NEW LVL IV EVALUATORS – 2A (0)**

**FAILED LVL III CHECK-RIDES**

- ❖ Initial – None
- ❖ Recurrent – None

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## SIDE BAR DISCUSSIONS

### ✚ PART 145 NPRM

by: Glenn Bolton Lynden Air Cargo,

#### Background

On July 30, 2001, the FAA issued Repair Stations; Final part 145 rule. The FAA at that time also requested comments on removing appendix A from part 145, which the FAA had not proposed originally, and on the paperwork burden.

In that final rule, the FAA:

- ❖ Reorganized and clarified certain subparts and sections of part 145;
- ❖ Removed limited ratings for manufacturers' maintenance facilities;
- ❖ Changed repair station housing and equipment requirements;
- ❖ Included rules for exchanging equipment among satellite repair stations and for leasing equipment;
- ❖ Required repair stations to develop a repair station manual that prescribes its operating procedures;
- ❖ Required repair stations to develop a quality control manual that is similar

**SUMMARY:** The FAA now proposes with this NPRM to amend the regulations further for repair stations by revising the system of ratings and requiring repair stations to establish a quality program. The FAA also proposes additional changes critical to maintaining safety. These include requiring a repair station to maintain a capability list, designating a chief inspector, and having a permanent housing for its facilities, equipment, materials, and personnel.

In addition, this proposal also specifies those instances when the FAA may deny a repair station certificate. The proposal looks at the particular cases where a previously held certificate has been revoked. Lastly, the FAA proposes to clarify recent revisions to the repair station regulations. This action is necessary to reflect changes in aviation technology and repair station

business practices. The FAA is accepting comments to this Notice of proposed rulemaking (NPRM) on or before March 1, 2007.

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### ✚ “Clarification” of the FAA Anti-Drug and Alcohol rule. (i.e. D&A testing required at all tiers.)

by: George Worley, American Airlines

**SUMMARY:** The FAA has amended the regulations governing drug and alcohol testing to “clarify” that each U.S. based person who performs a safety-sensitive function for a regulated employer by contract, **including by subcontract, at any tier.** is subject to testing. When the drug and alcohol testing rules were first adopted, the FAA issued guidance material that stated that maintenance subcontractors would not be required to be tested unless they took “airworthiness responsibility for the work that they were performing”. This was generally interpreted to mean that for contracted employees, only the maintenance employees of certificated repair stations directly contracted with your airline were required to be tested. This amendment cancels all previous guidance material to further emphasis that a “safety sensitive” function is not based on the title of the position or the degree of supervision but on the actual work function performed.

FAA drug and alcohol testing regulations prohibit testing outside the United States and its territories. This rule does not add an extra territorial testing requirement. By reference this rule affects both Part 121 and Part 135 maintenance activities.

#### COMMENTARY:

I spoke with a representative at the Drug Abatement Office at DFW. They said any questions concerning the ruling should be sent to the Drug Abatement Office and they wouldn't make any comment on what are maintenance / preventative maintenance actions.

Speaking for a carrier's individual interests, the impact of this ruling and a

planned action forward would seem to warrant a discussion involving key dept and staff to discuss the impact of the ruling and what we are going to do as an air carrier. Some of my personal feelings and thoughts, for all of our CASE members to digest.

1. Part 43 Appendix A gives a list of preventative maintenance functions. Review what you send out to vendors and if you have questions such as dry cleaning seat covers your PMI will need to give you a reading.
2. Do your sub contractors outsource work to certificated / non certificated vendors?
3. Do your sub contractor audit / survey lower tier vendors and assure they have a valid drug and alcohol program.
4. Do you have a copy of the verification letter that lower tier vendors have a DOT drug and alcohol program?
5. Do you require the sub contractor who performs safety sensitive work to have DOT approved drug and alcohol program and what action do you plan to take if they don't assure lower tier vendors have a drug and alcohol program.
6. Who is going to perform surveillance of the lower tier vendors to assure they remain in compliance. The air carrier or the sub contractor?

#### C.A.S.E. RESPONSE:

Due to the recent passing of the compliance date requiring contracted maintenance vendors at all tiers to be covered under anti-drug and alcohol misuse prevention programs, the following is to be added as a new paragraph [4-2-0, 2.D].:

**D.** All FAA certificated repair stations shall ensure their U.S. based subcontracted maintenance / preventative maintenance providers, at all tiers (certificated and non-certificated), are actively participating in a U.S. Department of Transportation anti-drug and alcohol misuse prevention program as required per 14 CFR Part 121 Appendices I and J. Proof of compliance for each provider,

in a stand-alone format, must be obtained and subsequently retained on file for a minimum of three years from date of work performance.

Examples of subcontracted maintenance / preventative maintenance functions include: [14 he certificate holder. CFR Part 121 Appendix I and J, C.A.S.E.]

- a) Preparation of an aircraft for a cleaning process which requires the removal or protection of components (e.g. closing and securing upper and lower fan cowl doors on a transport category aircraft prior to cleaning, or, after the cleaning process, the reapplication of lubrication compounds and preservatives to aircraft components). Conversely, cleaning of seat cushions/covers is not considered maintenance,
- b) Refinishing decorative coatings on the fuselage, wings, tail group surfaces (excluding balanced control surfaces), fairings, cowlings, landing gear, and/or interiors when removal or disassembly of any primary structure or operating system is not required,
- c) Repair of cargo containers,
- d) Line service maintenance,
- e) Performance of tests, by manufacturers, to determine either the extent of repair necessary for, or the serviceability of, a component.
- f) Work performed by mechanics' helpers,
- g) Third-level subcontracting (e.g. welding, plating, special processes, etc...).

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**HAZ- MAT  
TRAINING  
REQUIREMENT**

**Final rule - Compliance Date 7 Feb 07**  
by: Glenn Bolton-Lynden Air Cargo

**APPLICABILITY:**

This Special Federal Aviation Regulation (SFAR) applies to all U.S. air carriers and commercial operators

that are issued a certificate under part 119 of this chapter on or before November 7, 2005 to operate under part 121 or part 135 of this chapter. For purposes of hazardous materials training, these air carriers and commercial operators may comply with the provisions of this SFAR until its expiration. Alternatively, they may comply with the provisions of part 121, subpart Z, or part 135, subpart K, as applicable.

**SUMMARY:**

The Federal Aviation Administration (FAA) has amended its hazardous materials (hazmat) training requirements in §§ 121.401(a)(1), 121.433a for certain air carriers and commercial operators. In addition, the FAA is requiring that certain repair stations provide documentation showing that persons handling hazmat for transportation have been trained, as required by the Department of Transportation's Hazardous Materials Regulations (HMRs). The FAA is updating its regulations because hazmat transportation and the aviation industry have changed significantly since the FAA promulgated its hazmat regulations over 25 years ago. Also, due to the frequency of undeclared shipments, the FAA believes that a broader training program, which includes hazmat recognition training, must be mandated for all part 121 operators. The rule will set clear hazmat training standards and ensure uniform compliance with hazmat training requirements.

**DATES:**

- *Effective Date:* 7 November 05.
- *SFAR Expiry Date:* 7 February 07.
- **Compliance Date: 7 February 07.**

All existing hazmat training provisions have been transferred and moved into Special Federal Aviation Regulation (SFAR) No. 99 to make it easier for certificate holders to identify existing requirements and distinguish them from new requirements. The final rule for 121 hazmat requirements will be listed in

subpart Z as §§ 121.1001 through 121.1007.

In this final rule, the FAA also clarifies the portion of the NPRM preamble that discussed when an individual's job function would necessitate training. The certificate holder has the responsibility to determine which employees meet the "function specific" or "assigned" requirements to mandate training.

FAA's experience with repair stations, has concluded that there should be better communication between repair stations and the part 121/135 operators regarding the will-carry or will-not-carry status. The FAA is therefore clarifying that the repair stations intended to be covered under this rule are the repair stations that perform work for, or on behalf of a part 121 or part 135 operators and that are regulated by 49 CFR parts 171 through 180. Specific rules effecting Foreign Locations are found within §§ 121.1005(f) and 135.505(f)

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Volume 17, No. 2

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**AIR CARRIER SECTION**

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 Glenn Bolton, ACS Newsletter Committee Chairman, via e-mail, at, [gbolt@lac.lynden.com](mailto:gbolt@lac.lynden.com)