Welcome to the 2019 Fall S&P Committee General Session Presentation

Coordinating Agency for Supplier Evaluation
Committee Members and participants

There were three permanent and one temporary voting positions to fill on the S&P committee.

Thank you to:

- Chris Rogers, ExpressJet
- Brian Hamilton, Western Global
- Sheldon Barrett, FedEx
- Bernd Oppermann, Lufthansa

For stepping up to fill these positions and thank you to the existing members of the committee:

- David Medeiros, Hawaiian
- Rick Nelson, Jet Blue
- David Teeple, Mesa
- Richard McFarlane, Spirit

Thank you to all the membership that participated in the committee either throughout the meetings or to just stop by to discuss and/or defend submittals.
Add to 1-8-0, CACS-10, and new CACS form

B. The CACS-10 should be in draft form. The committee will review and make corrections, as required for publishing. The Standards and Procedures committee will also review the document to determine if a Data Base change is necessary. If the CACS 10 Data Base Changes box has not been checked, they will check the box and forward the CACS-10 to the Data Base Committee for review.

C. The CACS 10 forms with the Data Base Changes box checked will be copied and sent to the Data Base Committee. The Data Base Committee will review the CACS-10 and determine if a change is necessary to the functionality of the CASE Data Base. Once a determination has been made the CACS-10 will be sent back to Standards and Procedures with either approval or rejection. All rejections will state reasons why.

D. The Data Base Committee will then create form CACS-XX to document the change to the database. Policy and procedures from (1-11-0, 2C4) will be followed.
Add to CACS-10

<table>
<thead>
<tr>
<th>Chapter/Section</th>
<th>Page</th>
<th>Paragraph</th>
<th>Form/ Checklist</th>
<th>Page</th>
<th>Item/Step</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Database Change</strong></td>
<td>Yes</td>
<td>No</td>
<td><strong>Description of Proposed Change:</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Rationale for Proposed Change:</strong></th>
</tr>
</thead>
</table>
Add new form CACS-XX

<table>
<thead>
<tr>
<th>CASE DATABASE CHANGE REQUEST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
</tr>
<tr>
<td>Submitter’s Name</td>
</tr>
<tr>
<td>Company ID</td>
</tr>
<tr>
<td>Is a CACS-10 Required with this change?</td>
</tr>
<tr>
<td>Title</td>
</tr>
<tr>
<td>Purpose</td>
</tr>
<tr>
<td>Background</td>
</tr>
<tr>
<td>Requirements</td>
</tr>
<tr>
<td>DataBase Committee Review</td>
</tr>
<tr>
<td>Testing Scenarios</td>
</tr>
<tr>
<td>Approval</td>
</tr>
<tr>
<td>Rejection</td>
</tr>
<tr>
<td>Date Implemented into Service</td>
</tr>
</tbody>
</table>
3-2-0 Add PENDX update note and add definition

NOTE: If, after forty-five (45) calendar days from the audit date, the auditor and vendor are actively working on corrective action(s), the auditor shall submit an additional “PENDX” transmittal to the Data Center advising the members of this activity.

PENDX “This transmittal is to be used 45 days after an audit to inform the Data Center that corrective actions are still pending.”
Add to 1-14-0

The Chair of the Maintenance Technical committee will enter the request information into the Maintenance Tech Committee Log CACS-XX for tracking the status of the request.
Change to CACS-7/CACS-21

Change from Accountable Manager to Authorized Representative
G. The newsletter will be published a minimum of twice per calendar year.
Change to 2-3-0

2) A minimum of twelve (12) calendar months as a full-time air carrier qualified Level II technical auditor of maintenance or modification activities. or
Change to 4-2-0 9.D.3

3) Have documented procedures used to establish competence of maintenance and inspection personnel, including a description of the initial and recurrent training required for each individual position or qualification. And,
NOTE: When a C.A.S.E. Allocated Audit is completed by a C.A.S.E. Level III Auditor or a C.A.S.E. Level IV Evaluator and that person leaves or takes a leave of absence from the airline, any C.A.S.E. Qualified Auditor of that airline, authorized to the same standard, can accept the corrective actions and objective evidence from the vendor, close the audit, send the C.A.S.E. transmittal, and issue a CACS-7.
Change to CACS-21

Change Action to prevent Reoccurrence to Action to Prevent Recurrence

Change Repair Station Name to Vendor Name
Change to 4-2-0

- 3.K. The vendor shall have a documented procedure describing how they report defects and unairworthy conditions to the air carrier and the FAA/NAA. [121.703, C.A.S.E.]

- 3.L. The vendor shall have a documented procedure for handling suspected unapproved parts (SUP) which includes formal training, detecting SUP, and reporting SUP to the air carrier prior to or in conjunction with reporting SUP to the FAA/NAA. [C.A.S.E]
Change to CACS 20,25,26,40

Replacing The National Institute of Technology (NIST) with NIST/SI.
Change to 4-2-0

The vendor shall have a documented internal audit and surveillance function/schedule that:

to function and schedule
4) During the audit phase of the check-ride, the candidate conducts an actual audit of a vendor appropriate for the certification sought (e.g. a repair vendor for 1-A standard auditor certification, a fuel vendor (with both fuel into-plane, fuel storage facilities, hydrant system (initial only) and an on-call maintenance vendor (initial only) ) for 2-A standard auditor certification).
Change to CACS-40

Move Section 5, Question 10 to Section 7, Question 9 and modify as follows (or similar):

1. What are the facility hours? 7 Day/Week  M-F  Other _______
   24 Hours/Day  Start ______ to End ______ Time Zone _______
2. How many mechanics (A&Ps or As) are at this facility? _______
   How many perform on-call maintenance? _______
3. If the facility has a hangar/hangars, what is the largest aircraft type that can be accommodated?
   _______________________________________________
4. If aircraft jacks are available, what is the largest aircraft type that can be accommodated?
   Does the facility have strut jacks available? _______
5. If the vendor maintains its own supply of aircraft fluids, which ones are available?
   Hydraulic Fluids: ___________________________________________
   Engine Oils: _________________________________________________
   Greases: ___________________________________________________
6. Does the vendor have the capacity to service Oxygen? ______ At the gate? ______
7. Does the vendor have the capacity to service Nitrogen? ______ At the gate? ______
8. Does the vendor have the capacity to service Hydraulics? ______ At the gate? ______
9. Are tire and brake dollies available in the hangar? ______ At the gate? ______
Change to CACS-7

Remove c. There were findings ☐, No findings ☐ (check one) during this audit.

Add This audit resulted in no findings under allocation block on page 2.
Change 4-2-0

The program shall include controls for tools and/or test equipment which would typically require calibration (e.g. torque wrenches, volt/ohm meters, etc.), but are not in the calibration program. These tools and/or test equipment shall not be used to comply with specifications, verify specifications, or to make airworthiness determinations. The program shall ensure these tools and/or test equipment are properly protected when not in use. [C.A.S.E.]
All other changes

- All other changes were of a grammatical, formatting, clarification or election result in nature and do not require voting.
The **deadline** for the publication of rev 76 is December 15, 2019.

CACS-10 submittal **deadline** for the Spring 2020 meeting is March 6, 2020

**Thank you for your time and support**