Fall 2024

THE SUPPLIER

C.A.S.E. Newsletter

In This Issue:

- Discussion of Filter Monitors being discontinued
- D090 update
- Job Jar discussion
- Changes coming to the standards
- Committee updates

Fuel Filter Monitors to Be Discontinued by 3rd Quarter 2025

According to bulletin 2024.3 from Airlines For America, filter monitors will be sunset by the beginning of the 3rd quarter 2025.

According to the bulletin, the only manufacture of filter monitors notified the airline industry they would “cease production of these types of filters by or before 3rd quarter of 2025”. Since the spec of this filter has been pulled in 2020 there is no manufacture to continue this process of this filter.

ATA will update the guidance in the ATA 103 and the bulletin has been released through the Airlines for America site.

Dan Callahan, Chairman of the Fuel Technical committee, has written a discussion about the history of the filter monitor and what could be next for the industry. That article is later in the newsletter.

C.A.S.E. Responds to the D090 OpSpec

On Nov. 16, the FAA agreed with ARSA and the Aircraft Electronics Association in determining its new OpSpec D090 for Repair Stations was not supported by a regulatory requirement. The two associations had delivered an October 31 to the agency requesting withdrawal of Notice 8900.679, “Part 145 Repair Stations and New OpSpec D090, Coordinating Agency for Supplier Evaluation (C.A.S.E.).”

“Any request for OpSpec D090 from a Part 145 repair station should be denied, with the explanation that Part 145 repair stations can voluntarily participate in the C.A.S.E program if they choose to include it as part of their quality control system and write it into their RSQCM for FAA acceptance,” the FAA has instructed aviation safety inspectors. The agency indicated it will cancel Notice 8900.679 as well as sections from Volumes 3 and 6 of Order 8900.1; it will also revise Order 8900.1 Vol. 3, Ch. 18, Sec. 10 to remove information regarding D090.

Questions regarding the change can be directed to the Aircraft Maintenance Division Repair Station Section. If you have questions regarding voluntary participating in C.A.S.E. program, please contact Elio Kocijancic at eliok@airs-inc.com, Eric Baez at ebaez@airqualityaviation.com or Tim Willyard at twillyard@nordam.com

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C.A.S.E. President's Fall Report and Notes

By: Tim Willyard—C.A.S.E. President

It is an honor to be C.A.S.E. President and hope you see my engagement. First, I would like to thank Sam for all she does setting up hotels, food, rooms, drinks, etc. Second, to all the committee members who run these committees and BOD dedication for working resolution and ideas to improve C.A.S.E. organization.

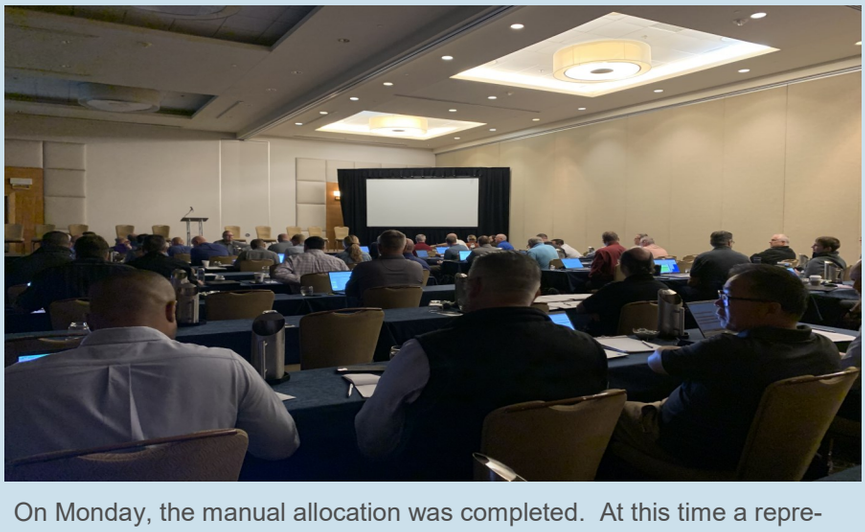
Zack, thank you presenting finance report. Also, Bryan thank you for suggesting guest speaker, Lisa Maldonado and her presentation of C-TPAT. A lot of great discussions happened this week both BOD and Committee's. BOD discussed future hotel locations, cost, new laptops, closing out some old software apps not being used anymore.

Committees, great discussions, too many to talk about during this forum. A & C had great discussions on several ACS members with extensions, with no Level 3, proxies, etc. If you have question about your extensions, Level 3, proxies, audits, please contact C.A.S.E. Membership, A & C committees before it becomes major issue.

Bryan Mahan, with Envoy Air, thank you for great Newsletter articles. If you any suggestions or articles, please get with Bryan. And, yes Bryan, I have my Presidents Report for Newsletter.

Manual allocation process went well (a few minor items). The Data Base committee is working with Jerry on those issue. If you have issue, please get with Kevin and Chris before calling Samantha or Jerry. Most times, they can help without tying Jerry up. Also, if know Jerry lives in Florida. He is well, few trees down, and lives on higher area so no flooding.

Last item I want to bring up is September 3 letter of interpretation, the FAA clarified that the term "in person" in Part 43 maintenance regulations means that remote supervision of aircraft maintenance is forbidden. If you questions, concerns or scenarios send me the info and I will get list to Howard Dunn, ACS FAA POC.



On Monday, the manual allocation was completed. At this time a representative form each airline lets the database committee know which audits they would like to perform the next year.

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Sometimes, all you need is some alone time to complete your daily work. Just like in the case with Louie Gomez from United. Louie, a member of the Database committee, has several projects at work that are ongoing and needed to step away from committee work to have a work meeting. Just because you are at the C.A.S.E. meeting does not mean your job takes a backseat.

C.A.S.E. Upcoming Training and Meetings

Winter Training 2025 CLT—Sheraton Charlotte Airport Hotel

Monday, January 27, 2025 – Thursday, January 30, 2025

Room Rate: $149++ Reservations 800-325-3535

Book by: December 15, 2024

Spring Meeting 2025 STL—Crowne Plaza St. Louis Airport

Tuesday, April 8, 2025 – Thursday, April 10, 2025

Room Rate: $150++ Reservations 314-291-6700

Book by: February 28, 2025

Summer Training 2025 CLT—Sheraton Charlotte Airport Hotel

Monday, July 14, 2025 – Thursday, July 17, 2025

Room Rate: $149++ Reservations 800-325-3535

Book by: June 10, 2025

Fall Meeting 2025 PIT—Hyatt Regency Pittsburgh International Airport

Monday, September 29, 2025 (Manual Allocation) – Thursday, October 2, 2025

Room Rate: $152++

Book by September 1, 2025

Winter Training 2026 – TBD

Spring Meeting 2026 DFW – Embassy Suites DFW Airport South

Tuesday, April 14, 2026 – Thursday, April 16, 2026

Room Rate: $154++

Book by March 1, 2026

Summer Training 2026 – TBD

Fall Meeting 2026 TUL – DoubleTree by Hilton Tulsa Downtown

Monday, October 5, 2026 (Manual Allocation) – Thursday, October 8, 2026

Room Rate: $149++

Book by September 5, 2026

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Discussion About Filter Monitors Being Discontinued And The Future

By: **Dan Callahan—Chairman of Fuel Technical Committee**

Filter monitors are soon to be phased out. What can we do to help minimize operational challenges?

First, let's discuss how we got where we are today. Aviation fuel filter elements are required to be qualified to Energy Institute (EI) standards, and although once thought of as a great filter element, issues in years past have created a need to transition away from the EI 1583 monitors and work towards alternate filtration solutions moving forward.

Filter monitors use super absorbent polymer (SAP) to absorb water while filtering particulates as fuel passes through the element. Years back, this same super absorbent polymer, created flight risks as it found its way downstream, ultimately effecting aircraft engine performance. By the end of 2020, the Energy Institute had made the decision to withdraw the EI 1583 qualification for filter monitors.

Since there were no readily available drop-in replacement elements in the industry at the time, the 7th edition qualification has been allowed to continue the manufacture of monitor elements (if nothing changed in the manufacturing processes), until a replacement solution could be tested and produced.

During this time, there were two main companies producing monitor elements. Unfortunately, issues with required testing of the elements from one of the manufacturers led to the recommendation to no longer use that brand. This has led to a major industry wide scramble to replace that brand of filter monitors, but ultimately led to a situation where filter monitors were now supplied by a single source manufacturer.

During this time, Parker Velcon was working to develop water barrier filtration, which has since been tested and is now approved for use. The Energy Institute qualifies the CDFX - 2nd edition water barrier filters under EI 1588, and they are starting to make their way into the field. This water barrier filter contains no SAP, but filters particulates as fuel flows through the element, all the while repelling water on the upstream side of the filter vessel – preventing it from going downstream. As upstream water gathers ahead of the water barrier, it falls to the low point of the filter vessel to be sumped out as required.

Now, today - following the EI qualification of the CDFX water barrier and its approval for use, Parker Velcon has announced in a bulletin that they were moving towards ceasing production of the EI 1583 filter monitors. Depending on the availability of raw materials, and forecasted orders, they predict that availability of filter monitors will become obsolete by the 3rd quarter of 2025, or potentially sooner.

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There are other solutions to replace filter monitors; however, the water barrier filter is the only true “drop in” replacement element for the filter monitor. For many operators they will be a great solution as they transition away from monitor elements. You will most certainly see more water barrier filter setups in the near future.

Other replacement opportunities are also available, albeit – they may not be as easy as the drop-in replacement that the CDFX water barrier provides.

Converting the vessel to an EI 1581 Filter Water Separator configuration is a possibility but comes with challenges of ensuring adequate vessel space for the two-stage filtration elements as well as ensuring a water defense system is added.

Dirt defense filtration qualified to EI 1599 can also be used as a replacement; however, must be used in combination with a downstream electronic water sensor (EWS) qualified to EI 1598. This combination will also require the installation of a pro logic computer and a blue indicator light to alert the operator of the presence of water.

No matter what transition plans are implemented, it is anticipated that the A4A will provide further guidance as we navigate the coming months. Be on the lookout for future bulletins and updates to stay up to date on the process. As we move away from monitor elements, it will be important to share the knowledge with our fuel vendors, ensuring that when filter change dates draw near, there will be plans in place to have qualified elements providing clean, dry fuel to our aircraft.

During the Job Jar, Level IV Sean Ressler discusses the different topics that have been noticed during initial and recurrent audits.

Publication of Rev 85 of the 1A Standard is: December 15, 2024

Deadline to submit CACS 10s for the Spring 2025 meeting is: March 15, 2024

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Topics from the Fall 2024 Job Jar

The Fall 2024 Job Jar had a variety of issues that were discussed. Please pass the topics along to other Level IIIs and to your own airline auditors as they apply. If you have any questions, contact one of the Level IVs.

If a vendor is not in the register but in the pool, you are still to process the vendor as if they are in the register. Do not let the audit slip pass you. If the vendor declines the audit, you are still required to update the pool with what has been done with the vendor.

Remember, the official audit date is what the audit date is. Not when the audit was conducted. And if you are not going to make the audit date for whatever reason you must send an email to all the users notifying them of the change and wait 10 days for any objections. Then you can perform a schedule change in the register. For complete details consult the P & P.

Auditors are to make sure they are inputting the correct code when updating vendor's status in the register / pool. Make sure to review the process codes in the P & P to ensure the correct code is processed with the transmittal. Also, if you are only updating certificates or point of contacts make sure to enter in the remarks you are making those types of updates.

A trend in findings show that auditors are finding issues in items that have been C.A.S.E. standards over multiple years. One item noticed is subcontractor evaluations. Auditors should be looking at the whole checklist. The checklist has 14 minimum questions, according to the standard, that must be addressed in a vendors subcontract evaluation. Level IVs believe that the checklists are not being reviewed in their entirety.

Level IVs note that there are not enough "in-process" findings during check rides. It is important to get on the floor as soon as you can during the audit. This is where the meat and potatoes of your audit are at.

Pre check rides are an important part of the C.A.S.E. organization. With that said it is critical that when you as a Level III are performing check rides you treat it as you are the Level IV. We want the Level IIs to succeed and you are the first step in that process. But if you are not giving good check rides by asking the tough questions both in interviews and during the audit, the Level II will be ill prepared for the Level IV evaluation.

Sample, Sample, Sample……. This is a weak spot during audits. You should be reviewing multiple areas during the audit. Remember, its not just what's in front of you but also above you and below you.

Reconcile the scrap certificates. If a vendor sends out scrap to be destroyed, ask for the certificate that show that process has been completed. Make sure to ask questions about the certificate especially if the certificate seems to have been delayed for months getting back to the vendor. Or even if why there is no certificate from previous times.

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Membership Committee Meets With Exemption and Associate Members

The Membership committee assisted the three air carrier members on exemption. PSA has a Level III Candidate ready for the 2A/4A check ride and a Level III 1A has a package submitted for review. The committee believes PSA will be off exemption soon. MESA was assigned a new mentor and along with the airlines new Level II candidate and Quality Manager went through their CASE allocated audits, went through their CACS-4 to make sure the new candidate will meet the point requirements on the CACS-4. They will be starting their CACS-4 now and a goal is to complete 1 to 2 check rides in before training in January.

The committee noted there were no membership audits due between now and the next meeting. Also, the committee followed up with air carriers looking to become associate members. These were Global Crossing Airlines and Go Eastern Air Express.

Followed up with C.A.S.E. Associate members and reviewed Avello's GMM updates and checklist updates, which have been completed. The airline plans on having a Level III to be qualified by the spring meeting. Southwest Airlines plans on becoming a sustaining member by Fall 2025. The committee reviewed Southwest's vendors and informed the airline which vendors were in C.A.S.E. to help the airline conduct a cost benefit analysis.

C.A.S.E. Training to Get A Makeover

The training committee is in the process of updating the training to make it more interactive and hands on, with a goal of summer training 2025. The 1A training will become a class on how to audit to the standard with examples from the field.

Also, the auditing techniques class will have more in process type of training. The class will have more handouts and examples from CMMs. This will help guide the auditor on areas to look at during their audits and enhance what type of findings come from the field.

Winter training will be held on January 27 - 30, 2025. Room rate is $149. Monday will have root cause and database training. Tuesday will be all day 1A , Wednesday is half day of P&P and fuel in the afternoon. And finishing on Thursday with all day fuel training.

A new "Level" is being developed with the possible name of Level 3.5. This level will be trained to become the 3rd check ride auditors. This level will have extra training to know what the Level IVs are looking for during final check rides. These auditors will be the ones that Level III candidates will choose from to obtain their 3rd check ride. Details of the program are being developed at this time and will be announced later.

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Database Committee Discusses New System

Reviewed areas of the new database and made several proposals to update transmittal fields that are viewed when completing a transmittal. And made proposals to field titles for consistency and to make navigation more intuitive.

Had meetings with Jerry discussing navigation and functionality improvement. Jerry will start working on these immediately and the committee has scheduled additional meetings with Jerry to follow up on changes.

About testing the new system, Jerry has requested to have multiple people (at least 20) to login to the new database at the same time to see if the new database has any issues (will it crash). Please reach Kevin Morrison if you are interested in helping. There are plans to run testing at the end of the year. Reach out to for login information if you don't have this already. The link to access the new Database is located on the CASE Website under the ACS Section tab in the dropdown select Database Committee page, scroll down to the bottom. **https://case2024.avsale.com**. Username will be member number and your initials together and password is TestDataCase$

The allocation has been loaded in each member's performance. If you have an allocation that shows a Scheduled Date of 1980, the member needs to complete a Reschedule Transmittal and assign the month the audit is planned to be completed in 2025. The committee requests this be completed in the next two weeks, so the membership knows when the audit is scheduled to be completed. There are a few reasons for the 1980 Scheduled Date, most prevalent being that this was a recent ADDPOOL, and usage increased to 2 or more members and an audit has not been completed so there was no date in the database.

The committee also discussed coding for how the "Scheduled Date" is updated and why the "Last Entry Date" does not affect the Scheduled Date when an audit is completed. The "Scheduled Date" is only changed during allocation or during a "Schedule Transmittal". Possible proposal is to change coding so the "Scheduled Date" update to the "Last Entry Date" after an audit transmittal is completed.

Collaboration is the name of the game. Meeting new people, exchanging ideas and exchanging auditing styles is one of the many things that makes coming to the C.A.S.E. meetings so important as a Level III and IV. During a break, Misty Williams from Silver Airways spoke to Mesa Auditor Jason Island and Mesa Director of Quality, Quintin Smith, concerning an upcoming training audit that Jason will be conducting with Misty.

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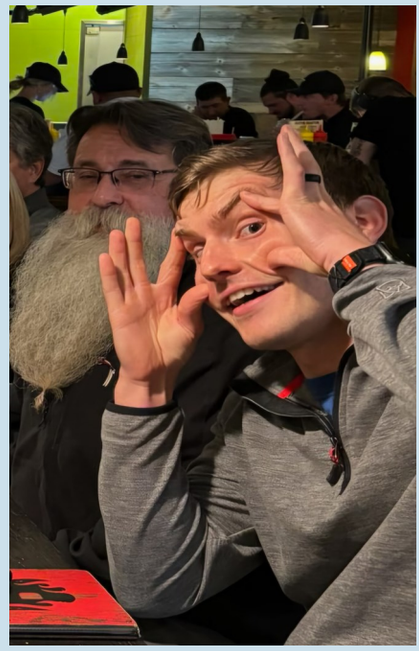
MTX Technical Updates Checklist and Reviews Standards.

For the Fall 2024 meeting, George Cobb was elected to become the Vice Chair of the committee. The committee also reviewed the upcoming changes to the EASA 9 changes and submitted those changes to the S&P for review and incorporation into the appropriate MAGs.

The committee also updated the NDT checklist to reflect current revisions and references. And the O2 and tool calibration standards were updated in the checklists. All of those checklists will be published December 15, 2024.



Zach Smith is a perfect example that you should always have your eyes wide open during phot ops. Apparently every time someone tried to take Zach's photo his eyes were closed.

Fuel Technical Committee Welcomes New Members

With the departure of Skywest from the 2A/4A the committee reviewed if any allocated audits still needed to be conducted. Alaska Airlines has joined the 2A/4A and PSA is expected to join the group in a few weeks

The committee Identified and removed six "Single Serve" cities from the database. Those included DLH, JAC, RDM, CPR, MTJ and SPI.

Nine cities will be added to the program bringing the 2025 allocation to 72 cities. Which is 12 allocations for each participating air carrier. A wish list of cities will be provided by each carrier by November 10, 2024. Each carrier will rank the combined allocation list with their wish list of cities and a virtual allocation for the year of 2025 will be held via Teams on Monday, November 25, 2024, at 7:00 AM pacific time.

Targeted training was provided on CDFX – 2nd edition Water Barrier Filters to ensure all auditors aware of these filters because auditors will start to see more of these in the field. This is due to the single source supply of filter monitors expected to become obsolete by Q3 2025.

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Updated Standards coming December 2025

The Standard & Procedures committee had a few changes that will be updated in the next 1A and 2A/4A standard revision. These are just examples of some of the changes. Please consult the updated standard that will be released on December 15th.

The CACS 5 scoring system for both the 1A and 2A/4A has been updated along with the possible score has been removed. The minimum totals now, 1A is 102 minimum points to for the initial and 110 points for the recurrent. For the 2A the scoring is 118 points for initial, 126 points for recurrent with hydrant and 112 without hydrant. In the 4A minimum score is now 14 points.

New guidance has been put in place dealing with safety sensitive components. The first is a revision to 12D "*Parts and materials shall be protected in storage and during transit, until installation, in a manner that will prevent damage, contamination, loss, or substitution. If the vendor stores Aircraft Network Security Program (ANSP) components, these components shall be isolated from potentially malicious systems, storage media, and unauthorized access. [145.101, 145.103, DO-355A 3.2.1 and 3.2.3, C.A.S.E.]*".

The second is a revision to 15A which states "*The vendor shall have a documented procedure in place to either return scrapped parts to their owner or to mutilate them by drilling, grinding, cutting, or other appropriate means. Parts shall be mutilated to the extent that will preclude the possibility of them being restored and returned to service. Aircraft Network Security Program (ANSP) components shall be disposed of in such manner that the software and data are properly wiped or made physically unrecoverable. [43.10, DO355A 2.2.4, 3.2.5 and 6.2.6, C.A.S.E.]*".

Section 3-4-0, paragraph B has been updated to "*When an allocated audit is perceived by the allocated member as too large an audit for their resources, that member may contact other user air carriers to assist in the audit. Requests for assistance must be made within 90 days of the annual allocation. The member allocated the audit will act as lead auditor and coordinate the audit. If an insufficient number of users agree to assist in the audit, the allocated carrier may be absolved from the responsibility of conducting the audit.*".

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