



THE SUPPLIER

A SUPPLIER OF NEWS AND
INFORMATION

AIR CARRIER SECTION

COORDINATING AGENCY FOR SUPPLIER EVALUATION VOL. 14 NO. 2 August 1, 2003

ACS FALL 2003 ELECTION

The position scheduled for election at the Fall 2003 conference is the Audit & Compliance 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.

FUTURE TRAINING UPDATE

As announced, the dates for the next training sessions, which are to be held at the Ft. Lauderdale Marina Marriott, are January 5-8, 2004. Rooms are \$119.

The two, two-day training sessions occur during the 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.

FAA REPRESENTATIVE TO THE C.A.S.E. ACS

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BY GEORGE

By George Worley, TWA Airlines

The 2003 Spring Conference in Ft. Lauderdale, was very busy for all committees and many issues were submitted to the membership for approval. I was pleasantly surprised to see that many of the committee meetings were full. It's very positive to see the involvement most of you put into this organization.

Everyone please register for the Fall Conference as soon as possible. C.A.S.E. has booked 125 rooms at the Green Valley Ranch and, if you are not registered by the first week of August, the rooms will be turned over to the hotel so we don't have to pay for unused rooms. At the last conference we booked for 125 and 81 showed. We need to keep our numbers close to what we book. At the next training session you will need to be registered at least 30 days prior to the training session to avoid C.A.S.E. having to pay for unused rooms.

The Green Valley Ranch provides transportation to/from the airport. Please see the attached schedule (page 5) or visit the Green Valley website.

A & C COMMITTEE NEWS

By Brian Bittner, Federal Express

Clear and accurate communication is key to any successful audit. This is also true within our organization. Periodically review your member and auditor contact information, as listed in the database. If you have any changes, simply send the information to bdbittner@fedex.com and a transmittal will be submitted to update the information.

FALL 2003 CONFERENCE

Information and on-line registration forms for the Fall 2003 Meetings at the Green Valley Ranch, Las Vegas, NV, September 7-10. 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.

2004 CONFERENCES

April 25-30 St. Louis, Missouri
October 3-8 Salt Lake City, Utah

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PRESIDENT'S PEDESTAL

By Gay Bastian, Sky West

Here's hoping that you are all enjoying a summer full of fun events, family vacations and holiday celebrations! Your Board has been staying in close communication since our last meeting at the Spring Conference. Because of the votes taken regarding recurrent training every three years [pg.2-3-1] for the Air Carriers, and the Repair Station Section deciding to train during Conferences, we have been re-visiting our options for a new training location. At present, we are very committed to holding training in the DFW airport area. The American Training Center is still a good opportunity, and we are looking into an Embassy Suites or similar. Because of our Industry's budget constraints, we are being very conservative in our decision making process.

I have checked with Gene Swan regarding our registration for the Fall Conference, he has informed me that there have been many Members that have registered already. I encourage the rest of you to make your arrangements to attend as soon as is possible. This is a small resort, and once the room date has expired, it will be difficult to locate a sleeping room near this meeting.

I have had positive feedback on the professionalism of our Organization and would like to congratulate you on your efforts in representing our Member Air Carriers. Keep up the good work! I would also like to encourage you to consider volunteering your time and talents with a Committee within your expertise, we all need your support!

See you at the Fall Conference in Las Vegas! Safe Travels!

SCOPE - FAA OVERSIGHT

Approximately 3,300 safety inspectors provide oversight worldwide to :

- 4,600 Domestic Repair Stations
- 650 Foreign Repair Stations
- 139 Commercial Air Carriers
- 637,000 active pilots
- 273,000 aircraft mechanics
- 7,600 Commercial Aircraft
- 11,000 Charter Aircraft
- 220,000 General Aviation Aircraft
- 700 Aviation Training Facilities

AUDITOR/AIRCARRIER ACTIVITY

Since the last issue of The Supplier :

One (1) new Level IV - 1A evaluator has been confirmed : Larry Mitchell, ACA

Six (6) auditors have achieved Level III - 1A status :

- γ Michael Teague, Horizon
- γ Richard On, Air Canada
- γ Anake Ngernprasertsiri, Thai Airways
- γ James Bowe, AirTran
- γ Alberto Bocchi, Alitalia
- γ Russell Day, Express.net Airlines

Seven (7) auditors have achieved Level III -2A status :

- γ Becky Huff, American West
- γ Dave Allison, Delta
- γ Gene Melton, Delta
- γ Jeffery Hansen, JetBlue
- γ Bruce Robinson, Airborne Express
- γ Paul Shimanski, Airborne Express
- γ Richard Boucher, Sky West

Three (3) Air Carriers are currently operating with accepted exemptions;

- ➔ Omni Air International, exemption expires 10/31/03
- ➔ Trans States, exemption expires 10/31/03
- ➔ Midway Airlines, exemption expires 12/31/03

AUDITORS ON THE MOVE

- Wayne Lawrence, Delta, no longer auditing
- Bert Coonfer, Air Canada, no longer auditing
- David Hastie, America West, no longer auditing
- Hiroyoshi Matsubara, ANA, no longer auditing
- Frank Yasuda, Continental Airlines, no longer auditing
- Bert Myers, American, Retiring September 1, 2003
- Mike Yoneji, United, Retired
- Paul Comeau, American, FAA
- Richard Parsons, no longer employed by Ryan International

C.A.S.E. STATISTICS

As reported during Spring conference :

⇒ Sustaining Members-	60
⇒ Associate Members-	27
⇒ Entry Level-	12
⇒ Auditors / Evaluators-	98

DATABASE/ROM

By Gene Swan, C.A.S.E. GM

A rule we follow here is to always keep supplier names consistent with the name on the supplier's Air Agency Certificate (cert.). 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). is(are) on file, they will display. If not, you will get a message informing you they are not on file.

Second item; You **MUST** have your vendor "**USAGE**" current / updated by 1 September 2003, in order to support this year's allocation process. Note P&P, page 3-2-0 #2(A).

Third item; 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](#) regularly for the latest posting.

NEW SUSTAINING AIR CARRIER

C.A.S.E. welcomes Express.net Airlines, LLC ("ExpressNet") which has been built around ten (10) A300B4-203F's and three (3) B727F's aircraft, which have proven to be reliable, economical, and efficient aircraft for Express.net.

SIDE BAR DISCUSSION

By Glenn Bolton, Lynden Air Cargo

SPECIAL TOOLING / TEST EQUIPMENT

The following discussion is intended to reduce confusion relating to “special equipment”, “test equipment”, and “test apparatus”. It is apparent that a wide variety of interpretations exists as to what is, and what is not, this type of equipment. In an effort to allow us each to audit this consistently and equally, please consider the following :

14 CFR 43.13 (a)

He (Repair Station) shall use the tools, equipment, and test apparatus necessary to assure completion of the work in accordance with accepted industry practices. **If special equipment or test apparatus is recommended** by the manufacturer involved, **he must use that equipment or apparatus or its equivalent** acceptable to the Administrator.

14 CFR 145.47 (b)

The repair station shall ensure that all inspection and test equipment **is tested at regular intervals to ensure correct calibration to a standard derived from the National Bureau of Standards** (now the National Institute of Standards and Technology (NIST)), or to a standard provided by the equipment manufacturer. This may also include the controlling agency of the government in which a repair station is located.

This equipment is called by different names but the intent of the regulations are clear: this equipment, whatever it is called, always performs a test or inspection of a component item or assembly step. Without exception, these inspections, once performed, then determine the serviceability (or lack of serviceability, if the item failed the test) of the component, piece, or part! Further, once this inspection has been accomplished, it is not then verified at a latter time or step. If the equipment in question does not actually perform an independent inspection, then it is not the “special tooling” we are talking about. Special Tooling/Test Equipment

is any special equipment or test apparatus used for making final airworthiness determinations. Simple examples would be: thread pitch gauge, torque wrench, tire pressure gauge, or your generic “go-no-go” gauge.

Often times, the OEM manuals will include a list of “special tooling” such as sockets, holding fixtures, spanner wrenches, lifting slings (which may require a periodic safety inspection in the ROV’s program manual), etc. These are not the special tools we are referencing which require periodic testing to ensure calibration.

Standard industry practice and indeed the C.A.S.E. 1A Standard [references included] dictate that any special equipment or test apparatus:

- Would be given a unique part number and serial number to identify it with the repair station's inventory system, should any deficiencies arise thus allowing for traceability. [1A- 6C]
- Would ensure that specific instructions pertaining to the proper use of any special equipment are provided for, and adequately described in the repair station's program. [1A- 11B(1)(a)]
- Would ensure that the repair station has procedures in their IPM on the calibration of any special equipment or test apparatus, which establishes specific periodic inspection criteria at specified intervals. 1A- 6A & 11B(1)(d)]
- Adequacy of that calibration system shall be established with documented procedures to evaluate the adequacy of that calibration equipment and traceability to a governmental controlling agency (such as NIST) or to a standard provided by the equipment manufacturer. [1A- 6D]
- Reverse engineering alone without data, drawings, testing or reports is not considered to be an equivalent method of manufacturing for special equipment or test apparatus for aviation products. [1A- 11B(2)]

SUMMARY:

Of course, there will always be that odd tool that just doesn’t seem to fit any definition. In these cases, try to apply this basic benchmark test:

1. Does this tool perform a test or inspection which, in and of itself, will determine the airworthiness of the item being readied for return to service?

AND

2. Is this specific check, test, or inspection, **not** verified at some latter job step in the component’s work package?

If your answer is yes to both, then it is an item of “special tooling” and it will require some periodic calibration/ verification in order to assure that it remains within the tolerances, as specified in the data package, to assure airworthiness of the tested item in question.

Review FAA HBAW 00-20A for further details at :

www1.faa.gov/AVR/AFS/HBAW/HBW0020A.DOC



DID YOU KNOW?

Key differences in the requirements for 14 CFR 145 Repair Stations within/outside the United States:

1. **Inside the US, a repair station:**
 - Does not pay for costs incurred by FAA during certification.
 - FAA certification lasts indefinitely.
 - Is required by the FAA to subject employees to anti-drug and anti-alcohol testing.
 - Is required to have certain personnel certificated by the FAA.
2. **Outside the US, a repair station:**
 - Pays fees for certification and renewal costs incurred by FAA.
 - FAA certification must be renewed every 1 to 2 years.
 - Is not required to subject employees to anti-drug and anti-alcohol testing.
 - Is not required to have personnel certified by FAA, however, personnel may be certified by the aviation authority of the government in which they are located.

WEB SITES OF INTEREST

- av-info.faa.gov/dst/reference.htm
- www.arsa.org/
- www.ex.ac.uk/cimt/dictunit/dictunit.htm
- www.xe.com/
- www.jaa.nl/
- www.gidm.dlis.dla.mil/bin/cs/default.asp
- www.chemexper.com/
- www.clearandbright.com/
- travel.state.gov/
- www.arsa.org/part145/AC145-9.pdf
- www.desc.dla.mil/DCM/DCMPage.asp?pageid=10

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AIR CARRIER SECTION

This publication is being produced as a "Word 97" document and converted to a .pdf format for posting in the Newsletter Committee page of the Air Carrier Section of the C.A.S.E. 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, Lenny LeBlanc, Newsletter Committee Vice-Chairman at, lleblanc@phihelico.com, or any member of the Operations Committee.



Green Valley Ranch Resort & Spa

Offers a complimentary shuttle to and from McCarran Airport and the Las Vegas Strip

Monday thru Thursday

10:00am GVR to Airport
 10:30am Airport to GVR
 11:00am GVR to Strip
 12:00pm GVR to Airport
 12:30pm Airport to GVR
 2:00pm GVR to Strip
 2:30pm Strip to GVR
 3:00pm GVR to Airport
 3:30pm Airport to GVR
 4:30pm GVR to Airport
 5:00pm Airport to GVR
 5:30pm GVR to Strip
 6:00pm Strip to GVR
 6:30pm GVR to Airport
 7:00pm Airport to GVR

The shuttle is a white 10-passenger van with the Green Valley Ranch logo.

Friday & Saturday

11:00am GVR to Airport
 11:30am Airport to GVR
 12:00pm GVR to Airport
 12:30pm Airport to GVR
 1:00pm GVR to Strip
 1:30pm Strip to GVR
 2:00pm GVR to Airport
 2:30pm Airport to GVR
 3:00pm GVR to Airport
 4:00pm GVR to Airport
 4:30pm Airport to GVR
 5:00pm GVR to Strip
 5:30pm Strip to GVR
 6:30pm GVR to Airport
 7:30pm Airport to GVR
 8:00pm GVR to Strip
 8:30pm Airport to GVR
 9:00pm GVR to Strip
 9:30pm Strip to GVR

The transportation to the Las Vegas Strip is to the Mandalay Bay.

Sunday

6:30am GVR to Airport
 7:00am Airport to GVR
 8:30am GVR to Airport
 9:00am Airport to GVR
 10:00am GVR to Airport
 10:30am Airport to GVR
 11:30am GVR to Strip
 12:00pm GVR to Airport
 12:30pm Airport to GVR
 1:00pm GVR to Strip
 1:30pm Strip to GVR
 2:00pm GVR to Airport
 2:30pm Airport to GVR
 3:00pm GVR to Airport
 3:30pm Airport to GVR
 4:30pm GVR to Airport
 5:00pm Airport to GVR
 5:30pm GVR to Strip
 6:00pm Strip to GVR
 6:30pm GVR to Airport
 7:00pm Airport to GVR

*The shuttle picks up at the airport from ground zero. Ground zero is located down the escalators behind the Baggage Information Desk. The shuttle will pick up across the driveway (to the right) – across from stalls #21 and #22.
 At the Mandalay Bay pickup and drop off is in the Tour & Travel Lobby*