



# 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 Bastian, Skywest*

Greetings to the C.A.S.E. Membership! I hope you all have enjoyed the winter and that, with spring on our heels, you're settling in for a safe and eventful rest of the year! We have had some changes on the Board of Directors. Our President, Ken Secrest retired from Delta, and very reluctantly has resigned from his position on the C.A.S.E. Board of Directors. Ken has already been missed, and we really appreciate all the time and dedication that he and his Company contributed to the Organization. Because of the vacancy on the Board, your Directors, following the guidelines of the By Laws, elected Susan Armstrong to the position of President. The Board is excited to have her at the helm and appreciate her for accepting this responsibility. It's great to have her stepping up and assisting with a lot of the work-load she was already involved in.

With these changes comes another challenge, we have a vacancy on the Board for the position of Vice President. Because Susan is from the ARSS Section, the Vice President must be from the ACS Section. With the people that are presently serving on the Board, none could receive support from their Airline to accept the Vice President's position. In accordance with the By-Laws, the

Board is accepting resumes and letters of support from persons willing to interview and possibly accept the position as Vice President of the Board of Directors for C.A.S.E. If you are interested in serving on the Board, please send your intentions to George Worley or myself.

I can hardly wait to see you at the Spring Conference. Thanks for your support and, as always, my door is open!

### SPRING 2005 CONFERENCE

For information and on-line registration for the Spring 2005 C.A.S.E. Meetings at the **Sheraton Colonial Hotel & Golf Club Boston North**, One Audubon Rd, Wakefield, MA, Phone (781) 245-9300 • Fax (781) 245-0842, go to :

<http://www.caseinc.org/news.htm>

### HOTEL TRANSPORTATION :

Airport to hotel transportation is free, however advance reservations for the "Sheraton Shuttle" are required. To reserve a seat on the shuttle please email Erin Butler at [erin.butler@sheraton.com](mailto:erin.butler@sheraton.com) by April 14<sup>th</sup> and include the following information; your name, contact phone number and email address, as well as your flight information (arrival time, airline & flight #) for both your arriving and departing flights." Otherwise, directions from **Boston-Logan Airport** are:

Take Interstate 93 North to Interstate 128/95 North and take Salem Street (Exit 42). Turn left at the end of the ramp, and then turn left at the gas station onto

Audubon Road. The hotel is 200 feet on the right. Distance about 20 miles.

Taxi fare from the airport to the hotel will be USD \$50.00-\$60.00.

After conducting the C.A.S.E. business, escape to the Sheraton Colonial Hotel & Golf Club Boston North - a 220-acre property offering 280 deluxe guest rooms. Tee off on the 18-hole PGA-certified golf course or enjoy a vigorous work out at the 60,000 square foot fitness complex also located on the hotel grounds. Play tennis or take a swim in the fitness center's indoor pool followed by a massage or sauna at the end of a long day sightseeing on Boston's prestigious North Shore.

Patio facilities are also available to provide an added touch to your festivities. Starwood Turbo Net High Speed Internet Access is available in all guest and meeting rooms.

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## FUEL COMMITTEE NEWS

By Jeff Watson, Skywest

### **Global Aviation Fuel Handling Standard – A reality?**

Over the last four years, the C.A.S.E. Fuel Committee has been moving to develop a universal fuel standard, a single standard that can be used in any part of the world by any C.A.S.E. member. The first phase was completed last year with the introduction of the current 2-A Fuel Standard, moving into a new age of Fuel Quality Assurance and Safety.

The Fuel Committee is entering the next phase in its goal for fuel standardization. With the development of the 2-A Fuel standard and the implementation of this program, other fuel groups have shown great interest in helping in the harmonization and development of a universal fuel quality standard.

To accomplish this, the C.A.S.E. Fuel Committee has become part of the Global Aviation Fuel Handling Standard Working Group, a group consisting of the Joint Inspection Group (JIG), International Fuel Quality Program (IFQP), International Air Transport Association (IATA), Air Transport Association (ATA), Canadian Standards Association, the SAE International Group, BP Oil, Exxon-Mobile Oil, Allied Aviation Services, and C.A.S.E. The goal of this working group is to develop a Global Aviation Fuel Quality Standard that would be in place by the end of 2005.

This push for a harmonization of fuel standards into one global standard for the fuel industry is the result, in large part, of the work that our C.A.S.E. Fuel Committee has accomplished to establish the functional 2-A Fuel program. Hats off to the visionary foresight and achievements of the C.A.S.E. Fuel Committee for making C.A.S.E. a leader in the aviation fuel industry!

A presentation is scheduled for the Spring Conference with all the details and information to date about this latest development in the world of Fuel!!

## WEB SITES OF INTEREST

**Aero Repair Station Association:**

<http://www.arsa.org/>

**American Society for NDT:**

<http://www.asnt.org/>

**Aviation Fueling Safety:**

<http://www.clearandbright.com/>

**Code of Federal Regulations (GPO)**

<http://www.gpoaccess.gov/cfr/index.html>

**EASA:** <http://www.easa.eu.int/>

**FAA Designee and Delegation Info:**

<http://www.faa.gov/certification/aircraft/v-info/dst/default.htm>

**FAA Online Airmen Inquiry:**

<http://registry.faa.gov/amquery.asp>

**FAA Suspected Unapproved Parts:**

<http://www.faa.gov/avr/sups/upn.cfm>

**Int'l Currency and Converter:**

<http://www.xe.com/>

**U.S. Dept of Defense Fuel Info:**

<http://www.desc.dla.mil/DCM/DCMPa.ge.asp?pageid=10>

**U.S. State Dept. Travel Warnings:**

<http://travel.state.gov/>

**Universal Units of Measurement:**

<http://www.ex.ac.uk/cimt/dictunit/dictunit.htm>

## DATABASE NEWS

The Database has changed the Audit and Pool Transmittal forms to reflect the latest FAA policies on Drug Plans. These forms now ask only for a "YES", "NO", or "N/A" answer to the question, "Has the FAA issued 449 OPSPEC?" There is no longer any need to furnish plan numbers or submit the old AMPP documents.

The "OTHER" transmittal has been replaced by "PENDCA" which means an audit has been performed and corrective actions are pending.

Additionally, the Action Codes of "INFOCHG" and "NAMECHG" have been removed from the choices in the Audit Transmittal area. Changes of this nature should now be done using a "CHANGEPOOL" transmittal in the Pool Transmittal area. An audit transmittal now automatically changes the vendor's information in the pool transmittal area so there is no longer a need to submit transmittals in both areas.

## FUTURE CONFERENCES

October 16-19, 2005, Portland, OR

Spring 2006, Minneapolis, MN

## TRAINING UPDATE

By Joe Fernandez, Continental

The summer training session will be July 18 – 21 2005. Courses offered will include 1A, 2A, 3A, sidebars and database. It will be held at the Embassy Suites South Hotel DFW, in Dallas/Ft. Worth, TX. The schedule has not yet been finalized, so watch the C.A.S.E. web-site for details. Also, the training committee will get the final list of classes and times at the spring meetings. It is planned that the FAA will provide training in 14 CFR 145 and 65.

Should a trainee not pass the test for a certain class (e.g. 1A) and another class of the same type is being offered during the same training session, he/she may not attend that certain class during that same session. The trainee would have to return at a subsequent session to re-take that class.

### **Special Notes:**

July 2005 will be the first time the new **open** book tests for recurrent air carrier members for P&P and 1A classes. We will have the closed and open book tests at the same time. It will be evident that the tests are not going to be identical and students (open/closed book) can sit together, but no talking.

We're finalizing a new web-based (C.A.S.E. website) registration for students; we believe the system will be available by the next conference in April 2005. The system will register the student for the classes; provide printable class schedules, indemnity forms, etc.

Keep in mind that the training sessions are designed for experienced auditors. *As a reminder, any auditor(s) showing up late for class [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(es).*

## SIDE BAR DISCUSSION HOTEL TRAVEL TIP

By Glenn Bolton, Lynden Air  
Cargo

The following details a true story that happened to me on the morning of 30 Oct 2004. I had traveled from Anchorage, Alaska to Seattle's SEA-TAC airport late on the 29<sup>th</sup> in order to overnight at a local hotel then travel on to Singapore the next day to conduct QA audits. My departure flight for Singapore was at 1:00 PM, so I had planned on a relaxing morning, before this long flight in coach class seating. ☹

My day started at 7:00 AM with a shower. About 7:20 AM, I had finished showering and shaving. When attempting to leave the bathroom of my hotel room I found the lock assembly broken. Closer examination revealed that the door handle, not the round knob type, but rather a heavy lever type, operated normally but was completely disconnected from the internal locking mechanism, consequently, the steel fire door, set in a steel frame would not open!

After surveying my available options and playing with the door for about ten minutes, I finally understood why they put telephones in the bathroom, but not unfortunately in my room. My cell phone? Out in the room. My universal leatherman WAVE? Out in the room. All my clothes? Out in the room.

A quick assessment of any available resources that I might use to free myself from this hot and humid prison (no ceiling fan), consisted of :

- Assorted bath and hand towels
- One small bar of soap
- One small bottle of hair shampoo (those of you who know me, will appreciate that I did not use much shampoo while taking a shower)
- One razor, safety type

That is it! Nothing else in the bathroom!

Refocusing my attention on the door handle, I thought I could probably get

the two screws out that held the handle together and then draw the locking bolt back with my finger from the inside of the door. It probably took me 30-45 minutes to get both the screws out, only to find a plate spot-welded to the door which did not allow any access to the bolt assembly. This effort on my part did however provide me with a "hammer", the solid brass handle.

Having given up on the door's latching mechanism as completely useless, I turned my attention to the three hinge pins. I noticed that one of the door's hinge pins, had a striker / bumper thing (what is that thing called that keeps the door from opening to far?) under the head of the hinge pin. After exerting great effort, because hinge pins in a hotel are threaded into a flush nut, not just dropped in like the ones in your house, on that bumper thing, I got the pin out. One down, two to go. Now my "tools" consisted of one broken hinge pin, one "hammer", and one door bumper thing.

I used the hammer with great efficiency in removing the threaded nuts on the lower end of the two remaining hinge pins. I then drove my free pin up from the bottom on the hinge and removed the original pin from the top. It seemed like a cat-n-mouse game as I just kept replacing one hinge pin for the other back and forth. I remembered the shampoo and "battered" up the pin and drove it in, washed and cleaned the rust from the free pin, added more shampoo and drove the clean pin into the hinge. Cleaned the first pin, added more soap, and hammered it into the hinge. After about 20 times of cleaning and adding a little soap each time, I finally had two pins out and only one to go. Somehow the last pin (lowest on the door) was much more difficult and the working angle proved challenging. This stubborn pin required considerable persuasion from my hammer, which action completely destroyed the handle assembly, as pieces of brass flew through the still hot and humid air.

Finally the last hinge pin was free, but the door seemed still stuck in the frame. At this point, I was more than a little frustrated and way too hot. I hammered two of the hinge pins into the small space between the doorframe and the edge of the door, like big nails. Wrapped a wash

towel around each pin and used them like levers, which dented the door frame, but caused the door to release from the frame just a little. I kept working at this and finally got one hand through to freedom and cool air. With a mighty tug; the door was finally down and lying on the floor.

The story concludes with the hotel manager waiving the charges for the night's stay and my morning meal charges too. I worked constantly and hard on the door for over three hours to gain freedom, then took a second shower, as I felt like I had been in a fight, got dressed (finally), ate a great breakfast, and checked out of the hotel for the airport and an on-time departure to Singapore.

Moral of the story? Show some appreciation for those phones they put in the hotel bathrooms! Respect them as a genuine survival tool and a link to the world beyond, *the steel bathroom door*.

## SPRING 2005 ELECTIONS

The three ACS positions scheduled for election at the Spring 2005 meetings are as follows :

- ACS Secretary
- ACS Training Chair

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

## C.A.S.E. STATISTICS

As reported by the ACS Membership Committee :

- Sustaining Members - 58**
- Associate Members - 21**
- Entry Level - 30**
- Current Total - 109**
- Total [III] 1A Auditors - 93**
- Total [IV] 1A Evaluators - 7**
- Total [III] 2A Auditors - 23**
- Total [IV] 2A Evaluators - 3**

## **NEW GUIDANCE FOR FAA FORM 8130-3**

By: *David Schubkegel, Mesaba*

For those of you who may not have noticed, the FAA has recently put out new guidance for the completion and use of the FAA Form 8130-3. FAA Order 8130.21D, dated **September 28, 2004**. Pages 2 and 3 outline several major changes and current uses. They are as follows:

- a. Change 2 to Order 8130.21C was incorporated, which authorized the issuance of domestic airworthiness approval of new parts, appliances, or products at distributor facilities not associated with a production approval holder (PAH). Form 8130-3 may be considered evidence of the product, part, or appliance identification under certain circumstances.

General procedures for completing and using Form 8130-3 were relocated from paragraph 13 to paragraph 8.

Explanation has been added for the use of Form 8130-3 for propositioned products, parts, and appliances for which the FAA has not approved the type certificate (TC)/supplemental type certificate (STC).

Detailed explanation was added as to when to check both boxes in Block 19 when Form 8130-3 is issued as a dual release approval for return to service.

The FAA managing office of the designee/designee organization will make the determination of whether a Form 8100-1 has to be completed when issuing export approvals for Class II or III products or parts. When designees are required to complete FAA Form 8100-1, Conformity Inspection Record, for exported Class II or II products, the tracking number from Block 3 and item number from Block 6 of Form 8130-3 will be recorded with the item description when completing Form 8100-1, if required.

The term "EXPORT" may be entered in Block 12 (Status/Work) to identify the sole function of exporting a Class II or III product.

Eligibility for a new Form 8130-3 to be issued when products, parts, and appliances are returned to the original issuer (PAH, PAH suppliers, or PAH-associated facilities) for reasons such as overstock, wrong model, or retesting.

Explanation has been added for use of Form 8130-3 for a subcomponent of a parts manufacturer approval (PMA)/technical standard order authorization (TSOA) part or appliance.

Requirements to enter statements in Block 13 when a particular bilateral aviation safety agreement (BASA) implementation procedures for airworthiness (IPA) required a specific provision for PMA parts.

Eligibility for a new Form 8130-3 to be issued by the originator as a result of typographical errors on the original form.

Samples of Form 8130-3 in its various uses were added as appendixes (see paragraph 8b)."

Although both the FAA Form 8130-3 and the new EASA Form One are similar in design, the information contained within each form is slightly different. If and when repair stations, who have dual FAA and EASA return to service authority, are issuing both the EASA Form 1 and FAA Form 8130-3 for components, review the repair station's approved procedure on completion of both forms and compare them to this new guidance and how it is actually being completed. Some repair stations are in the habit of documenting the exact information contained on the Form One onto the 8130-3, which is not in compliance with the 8130-21D guidance.

The 8130.21D Order can be found on the <http://www.faa.gov> website. A detailed method to obtain this document on the FAA website is as follows: FAA Home Page – FAA Regulations - Policy & Guidance - Orders & Notices - Current Orders by Number – "Scroll down on the right side to find the hyperlink to 8130-21D".

## **AUDITOR / AIRCARRIER ACTIVITY**

Since the last issue of The Supplier :

### **SUSTAINING MEMBERS OPERATING UNDER EXEMPTION :**

Independence Air  
Piedmont Airlines

### **AUDITORS ON THE MOVE :**

Richard Parsons, ASA, to Astar  
Ken Shadursky, Piedmont, to USA3000  
Bob Radawiec, Piedmont, to ASA  
Vinny Martinez, American, to American Eagle

### **NEW LEVEL III AUDITORS – 1A :**

Byron Cato, Astar  
Shawn Factor, AirTran  
Joe Posch, United  
James Wargacki, American  
David Heitmiller, UPS

### **AUDITORS NO LONGER AUTHORIZED BY C.A.S.E. :**

Glenn Bomar, FedEx, no longer vendor auditing  
Richard Schmidt, American, no longer vendor auditing  
Ken Davis, ATA, no longer vendor auditing  
Tom Wolf, United, left carrier  
Jeffery Hansen, Jet Blue, left carrier  
Patrick Williams, USA3000, left carrier  
Jim Bowe, AirTran, left carrier  
Millie Secrest, Atlas, left carrier  
Thomas Rivera, Northwest Airlines, left carrier for FAA  
Ken Secrest, Delta, Retired  
Gene Melton, Delta, Retired

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