

Supply Vendor Oversight, and Part 135 Additional Standards for Aircraft

We at the DOD Commercial Airlift Division like to continuously update the carriers on the DOD air transportation program regarding any information that helps in maintaining our requirements or points of interest. In this newsletter article we have three such items.

The focus of this newsletter article will be: FAA website use for mechanic license verification, supply vendor oversight, and review of the DOD Part 135 additional standards.

1. Verification of mechanic licenses using the FAA website.

The DOD quality and safety (Q&S) standard requires companies to ensure:

Mechanics are fit for duty, **properly certificated, the company verifies certification** and...

The preferred method of compliance is to receive written verification from the FAA office in Oklahoma City. The response will indicate whether the license is current and valid, and will also include a violation history, if applicable. There is however, a second way to comply with this standard using the FAA website:

<http://amsrvs.registry.faa.gov/airmeninquiry/>

This method will indicate if the license is current and valid, but will not provide a violation history which we believe would be of interest to the hiring official. No matter which method is used, a means to show that the check was accomplished is required (an audit trail).

2. Supply vendor oversight.

When it comes to supplier oversight, our Q&S standard states:

Also required is a system to evaluate contract vendors, **suppliers**, and their products.

The underlying goal of this requirement is to ensure that only airworthy parts, regardless of the source, are installed on company aircraft and that quality processes are in place to promote safe operations. Mail-out questionnaires are often used and are considered an acceptable practice to meet this standard, provided vendor/supplier management signs off on the questionnaire verifying all information is true and accurate. Recently, we have received feedback from companies stating that some vendors have made that same information available on their websites. In our view, this too is acceptable, as long as the information obtained from this method is equal to or better than the respective company requirements in their questionnaire/program. Again, documentation that satisfactorily demonstrates the effectiveness of the oversight process is required. Reference current Circular AC-00-56B

3. Additional Standards for DOD Contract Aircraft Operations under FAR Part 135 (Non-commuter) (Passenger)

Additional Part 135 requirements can be found on our website. These standards pertain to contract aircraft operated under Part 135 rules. It is recommended that carriers in this category review the additional standards listed.

We hope that this information helps in continuing our partnership.

Please feel free to contact us if you have any questions or difficulty viewing these files: (618) 229-4343.