



ACQUISITION,
TECHNOLOGY
AND LOGISTICS

OFFICE OF THE UNDER SECRETARY OF DEFENSE

3000 DEFENSE PENTAGON
WASHINGTON, DC 20301-3000

05 JUN 2002

(L&MR/SCI)

MEMORANDUM FOR DEPUTY CHIEF OF STAFF FOR LOGISTICS, US ARMY
DEPUTY CHIEF OF STAFF, NAVAL OPERATIONS,
(FLEET READINESS AND LOGISTICS)
DEPUTY CHIEF OF STAFF, FOR INSTALLATIONS AND
LOGISTICS, US AIR FORCE
DEPUTY CHIEF OF STAFF FOR INSTALLATIONS AND
LOGISTICS, US MARINES CORPS
DIRECTOR, DEFENSE LOGISTICS AGENCY

SUBJECT: Critical Safety Items (CSIs)/Flight Safety Critical Aircraft Parts (FSCAP)
Meeting, April 16, 2002

PURPOSE: The meeting was held at Headquarters, Defense Logistics Agency (DLA) Room 2101 to discuss emerging policy on Aviation CSIs and its relationship to the current policy on FSCAP in DoD 4140.1-R, Materiel Management Regulation.

ATTENDEES: (see Attachment)

DISCUSSION:

The meeting opened with a briefing by JJ Oliver of the Defense Supply Center Richmond on the management of FSCAP items for DLA. The briefing provided a foundation for understanding the current program and the actions that have been taken by DLA and the Services to implement it. Bill Finkel then briefed DLA's intensive management of Navy's CSIs in response to recent discussions with the Navy. Jeff Allan then offered an overview of the current draft of the Joint Aeronautical Commander's Group (JACG) instruction to be published soon on CSIs. It became clear early in the meeting that the discussion should be limited to "Aviation" CSIs (including aircraft launch and recovery equipment, ejection seats, etc.) vs. the total population of CSIs.

The briefings led to discussions about the differences between the two (Aviation CSI vs. FSCAP). The FSCAP program began at the urging the Federal Aviation Administration (FAA) to prevent unsafe military aircraft parts from entering the civil aviation market. Since that time, issues related to acquisition management and those comparable to FAA's concern with civil aviation also became evident in military aviation, prompting the current focus on CSIs. The attendees were concerned that continued emphasis on two distinct programs might prove confusing to those who must execute the programs and recommended that the Services look at merging the two populations.



The attendees discussed the differences between the current populations of Aviation CSIs and FSCAP:

The Army's CSI (formerly "Flight Safety Parts") regulation had been implemented prior to the creation of the FSCAP program, so they used that regulation for implementation. For that reason, the Army populations are virtually the same, although one possible reason for the difference could be inactive items that are no longer being procured, but that still may be disposed. They will review to confirm. Note: Army Regulation 750-1 "Maintenance of Supplies and Equipment" Paragraph 4.46 the "Component Safety Program" references the Army CSI program for non-aviation components. Only Aviation CSI items would be comparable to the FSCAP items.

- The Navy populations are not currently the same, but according to Jeff Allan, they intend to remedy that situation soon.
- The Air Force was not in attendance.

Attendees then discussed that these populations cannot be the same in name only. Identifying an item as an Aviation CSI brings with it the responsibility to ensure that a criticality determination has been done on the item, that the drawing/technical data reflects the critical and major characteristics, critical process, inspection and other quality assurance requirements and the list of approved sources necessary for successful acquisition of these items (discussed at the meeting generically as the "rules of engagement"). This is especially critical in the case of items transferred to DLA under the Consumable Item Transfer (CIT). The items transferred were not always identified as critical safety or FSCAP at the time of the CIT, and DLA needs to ensure those records are up to date. Common use items also present a challenge when sources approved by one Service are not approved by another. Attendees discussed how critical it was that the approved sources are reconciled for common items among all users.

The final discussion centered on the DLA proposed systems change being programmed to add a criticality code "S" to CSIs instead of the current "E" and "F" used for FSCAP. Unfortunately, this code would *replace* the E or F FSCAP code, which could cause confusion and/or improper handling at the time of disposal. The Services need a single field in the FLIS that addresses all aspects of the life cycle of aviation CSIs and FSCAP, i.e. acquisition through disposal. A suggestion was made that the definition of the E and F code in the FLIS be changed to include "Aviation CSI/FSCAP" thus negating the need for the "S" code. It would also save on programming costs as well as address concerns about how "S" coded items would be handled at disposal. The emerging Product Quality Deficiency Report (PQDR) process will have to be adjusted to reflect this change.

At the close, Jeff Allan mentioned he was participating in a teleconference of the Joint Aeronautical Engineering Board immediately following the meeting and that he would share the discussion about combining the two. He also suggested that perhaps the JACG may want to publish a letter that will formally address combining the FSCAP and Aviation CSI programs.

ACTION ITEMS:

1. ARMY: Review its population of Aviation CSI and FSCAP items for merger of the two populations. (DUE: June 24, 2002)
2. NAVY: Review its population of Aviation CSI and FSCAP items for merger of the two populations. (DUE: June 24, 2002)
3. AIR FORCE: Review its population of Aviation CSI and FSCAP items for merger of the two populations. (DUE: June 24, 2002)
4. ALL: Identify a single POC for Aviation CSI/FSCAP items. (DUE: June 24, 2002)
5. ALL: Provide list of DLA-managed Aviation CSI/FSCAP items to DLA, J-334. (DUE: July 24, 2002)
6. ALL: Provide updated information on new procurements of DLA managed -Aviation CSI/FSCAP items reflecting critical and major characteristics, critical process, inspection and other quality assurance requirements and the list of approved sources necessary for successful acquisition of these items. (DUE: Ongoing)
7. ALL: Update Service/Agency regulations to provide the same definition for all FSCAP and CSI items.
8. DUSD (L&MR/SCI): Updated DoD 4140.1-R to provide the same definition for Aviation CSI/FSCAP and added acquisition management policy to the new combined Aviation CSI/FSCAP section. (Action completed being coordinated)
9. DLA: Delay the application of the "S" code to NSNs as the two populations are merging. (DUE: June 28, 2002)
10. DLA: Ensure the PQDR project reflects the correct coding for Aviation critical safety items. (DUE: June 28, 2002)



Terrence A. Trepal
Acting Deputy Under Secretary
(Supply Chain Integration)

Attachment

cc: Distribution List

Distribution List:

Defense Supply Center, Richmond
8000 Jefferson Davis Highway
Richmond, VA 23297
ATTN: Ms. Karron Small, Code VG
Mr. JJ Oliver, Code VGB

Defense Logistics Agency
8725 John J. Kingman Road
FT. Belvoir, VA 22060
ATTN: Mr. Leslie Mooring
Mr. William Finkel
Mr. Thomas Ridgeway

Defense Logistics Information Service
74 Washington Avenue N. Suite 7
Battle Creek, MI 49017-3084
ATTN: Mr. Roy Geiger
Ms. Julie Frisosky

Commander Aviation and Missile Command
BLG 5309 ATN AMSAM-MMC-AV-C
Red Stone Arsenal, AL 35898
ATTN: Mr. Al Cooper

NAVICP
700 Robbins Avenue
Phila, PA 19111
ATTN: Mr. Gruden Code 073

Naval Air Systems Command
Paxutent River, MD 20670
ATTN: Ms. Marcie Roan, Code 4.1C
Mr. Edward Auger, Code 4.4
Mr. Jeff Allen, Code 4.1C

DALO-AMV
ATTN: Mr. Wayne Kabat

HQ USAF/ILSP
ATTN: Mr. Bobby Buckles

FSCAP/CSI Meeting April 16

Attendees	Organization	Phone Number	Email Address
Bill Finkel	DLA J-334	(703)-767-2663	william_finkel@hq.dla.mil
Renea Burns	OUSD/SCI	(703)-697-9196	Renea.Burns@osd.mil
Karron Small	DSCR-VG	(804)-279-6740	ksmall@dscr.dla.mil
Roy Geiger	DLIS-SA	(616)-961-4317	RGEIGER@DLIS.dla.mil
Julie Frisosky	DLIS-SA	(616)-961-4325	jfrisosky@DLIS.dla.mil
Marcie Roan	NAVAIR 4.1C	(301) 862-7655	roanmm@navair.navy.mil
Ed Auger	NAVAIR 4.4	(301) 342-0875	augerep@navair.navy.mil
Al Cooper	AMCOM	(256) 876-3895	alvin.cooper@redstone.army.mil
JJ Oliver	DSCR-VGB	(804) 279-4799	joliver@dscr.dla.mil
Tom Ridgway	DLA J-334	(703) 767-2641	thomas_ridgway@hq.dla.mil
Kathy Smith	ODUSD/SCI	(703) 697-9196	kathleen.smith@osd.mil
Jeff Allan	NAVAIR 4.1C	(301) 342-2246	AllanJS@NAVAIR.Navy.mil
Wayne Kabat	DALO-AMV	(703) 614-1171	wayne.kabat@hqda.army.mil