	US DOT # 3684288	Legal: AIRUS MOVERS LLC Operating (DBA):			
MC/MX #: 1304545		State #: THG-70531		Federal Tax ID:	
Review Type: Compliance Review (CR)					
Scope: Principal Office		Location of Review/Audit: Company facility in the U. S.			Territory:
Operation Types	Interstate	Intrastate			
Carrier: Non-HM	Non-HM	Non-HM	Business: Corporation		
Shipper: N/A	N/A	N/A	Gross Revenue: \$361,000.00		for year ending: 6/25/2024
Cargo Tank:	N/A				
Company Physical Address:					
13404 NEWCASTLE COMMONS DR APT 515 NEWCASTLE, WA 98059					
Contact Name: Ruslan Dosniyazov					
Phone numbers: (1) 206- 741-7107		(2)		Fax	
E-Mail Address: airusmovers@gmail.com					
Company Mailing Address:					
13404 NEWCASTLE COMMONS DR APT 515 NEWCASTLE, WA 98059					
Carrier Classification					
Authorized for Hire					
Cargo Classification					
Household Goods					
Equipment					
	Owned	Term Leased	Trip Leased		Owned Term Leased Trip Leased
Truck	2	0	0	:	
Power units used in the U.S.:2					
Percentage of time used in the U.S.:100					
Does carrier transport placardable quantities of HM? No					
Is an HM Permit required? N/A					
Driver Information					
	Inter	Intra	Average trip leased drivers/month: 0		
< 100 Miles:			Total Drivers: 4		
>= 100 Miles:		4	CDL Drivers:		



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Part A

QUESTIONS regarding this report or the Federal Motor Carrier Safety or Hazardous Materials rules may be addressed to the Office of Motor Carriers at:

Leonard McLaughlin
PO BOX 47250, Olympia WA 98504-7250
[Cell \(360\) 701-1608](tel:3607011608) or leonard.mclaughlin@utc.wa.gov

This report will be used to assess your safety compliance.

Person(s) Interviewed

Name: Ruslan Dosniyazov

Title: Owner

Name: Aida Bekova

Title: Manager



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Part B Violations

1 STATE CRITICAL	Primary: 391.45(a) Secondary: 391.11(a) CFR Equivalent: 391.45(a)	Discovered 3	Checked 4	<table border="1"> <tr> <th colspan="2">Drivers/Vehicles</th> </tr> <tr> <th>In Violation</th> <th>Checked</th> </tr> <tr> <td align="center">3</td> <td align="center">4</td> </tr> </table>	Drivers/Vehicles		In Violation	Checked	3	4
Drivers/Vehicles										
In Violation	Checked									
3	4									

Description

Using a driver not medically examined and certified.

Example

Driver name: Ruslan Dosniyazov

Trip date: 03/14/2024

Description of violation: The carrier allowed this driver to drive a commercial motor vehicle on a total of 11 occasions without a valid medical examiners certificate (MEC) on the following dates:

Jan (2024) 28. (1 occasions).

February (2004) 2, 15, 17, 18, 20, 25, 26, 28. (8 occasions).

March 1, 14. (2004) (2 occasions).

Driver name: Nazarbek Koshbaev

Trip date: 06/27/2024

Description of violation: The carrier allowed this driver to drive a commercial motor vehicle on a total of 45 occasions without a valid medical examiners certificate (MEC) on the following dates:

Jan (2024) 11, 13. (2 occasions).

Feb (2024) 3. (1 occasion).

March (2024) 2, 8, 29. (3 occasions).

April (2024) 12, 19, 20. (3 occasions).

May (2024) 1, 4, 5, 6, 10, 11, 12, 15, 18, 20, 24, 25, 26, 29. (14 occasions).

June (2024) 1, 2, 8, 9, 15, 16, 17, 20, 21, 22, 23, 24, 25, 27, 28. (15 occasions).

July (2024) 1, 2, 3, 5, 6, 7, 8. (7 occasions).

Driver name: Medet Toleuov

Trip date: 06/30/2024

Description of violation: The carrier allowed this driver to drive a commercial motor vehicle on a total of 87 occasions without a valid medical examiners certificate (MEC) on the following dates:

Jan (2024) 3, 4, 5, 6, 8, 10, 11, 16, 17, 19, 20, 27, 31. (13 occasions).

Feb (2024) 3, 9, 10, 13, 15, 16, 17, 18, 19, 21, 22,,23 26, 28. (14 occasions).

March (2024) 1, 2, 4, 8, 9, 10, 11, 12, 14, 16, 19, 21, 23, 25, 29, 30. (16 occasions).

April (2024) 2, 7, 9, 13, 15, 22, 23, 25, 27, 29. (10 occasions).

May (2024) 1, 2, 3, 4, 5, 6, 11, 12, 13, 16, 20, 22, 23, 26, 27, 29, 30, 31. (18 occasions).

June (2024) 2, 3, 4, 6, 7, 8, 13, 14, 15, 16, 17, 23, 25, 28, 29, 30. (16 occasions).



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Part B Violations

2 STATE CRITICAL	Primary: 391.51(a) CFR Equivalent: 391.51(a)	Discovered 4	Checked 4	Drivers/Vehicles In Violation 4	Checked 4
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Description
 Failing to maintain driver qualification file on each driver employed.
 Driver name: Ruslan Dosniyazov
 Trip date: 06/26/2024
 Description of violation: Failing to maintain driver qualification file on each driver employed.

Driver name: Nazarbek Koshbaev
 Trip date: 06/27/2024
 Description of violation: Failing to maintain driver qualification file on each driver employed.

Driver name: Sultan Koshbaev
 Trip date: 07/08/2024
 Description of violation: Failing to maintain driver qualification file on each driver employed.

Driver name: Medet Toleuov
 Trip date: 06/30/2024
 Description of violation: Failing to maintain driver qualification file on each driver employed.



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Part B Violations

3 STATE CRITICAL	Primary: WAC 480-15-555(1) CFR Equivalent: 392.2	Discovered 9	Checked 9	Drivers/Vehicles In Violation Checked 9 9
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Description

Failure to complete a criminal background check for every person the carrier intends to hire.
 Employee name: Sultan Koshbaev
 Hire date: Jan. 13, 2023.
 First day worked: Jan. 18, 2023.
 Description of violation: The carrier failed to conduct the required criminal background check.

Also in violation:
 Nazarbek Koshbaev
 Hire date: Jan. 12, 2023.
 First day worked: Feb 11, 2023.

Medet Toleuov
 Hire date: March 26, 2022.
 First day worked: March 29, 2022.

Nurbek Toshpulatov
 Hire date: June 23, 2024.
 First day worked: July 8, 2024.

Aida Bekova
 Hire Date: Feb. 1, 2023.
 First day worked: Feb 1, 2023.

Urustomov Edilbek
 Hire Date April 4, 2023.
 A timecard shows worked on Dec. 2, 2023.

Kairat Osmonbaev
 Hire date: Unknown.
 A timecard shows worked on Feb. 11, 2024.

Ibrahim Kurmbek
 Hire date: Unknown.
 A timecard shows worked on Feb. 11, 2024.

Batyrbek Shambilov
 Hire date: Unknown.
 A timecard shows worked on Feb. 9, 2024.



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Part B Violations

4 STATE CRITICAL	Primary: 395.8(a)(1) CFR Equivalent: 395.8(a)(1)	Discovered 42	Checked 120	Drivers/Vehicles In Violation 4	Checked 4
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Description

Failing to require a driver to prepare a record of duty status using the appropriate method.
 Failing to require a driver to prepare a record of duty status using the appropriate method.
 Driver name: Ruslan Dosniyazov
 Trip Dates: February (2024) 2, 15, 17, 18, 20, 25, 26, 28, March (2024) 1. (9 occasions).
 Description of violation: The carrier failed to require the driver to make a record of duty status using the appropriate method.

Also in violation:

Driver name: Nazarbek Koshbaev
 Trip Dates: May (2024) 1, 4, 5, 6, 10, 11, 12, 15, 18, 20, 24, 25, 26, 29. (14 occasions).

Driver name: Medet Toleuov
 Trip dates: May (2024) 1, 2, 3, 4, 5, 6, 11, 12, 13, 16, 20, 22, 23, 26, 27, 29, 30, 31. (18 occasions).

Driver name: Sultan Koshbaev
 Trip dates: May (2024) 30 (1 occasion).

5 STATE CRITICAL	Primary: 396.3(b) CFR Equivalent: 396.3(b)	Discovered 2	Checked 2	Drivers/Vehicles In Violation 2	Checked 2
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Description

Failing to keep minimum records of inspection and vehicle maintenance.

Example

Vehicle: 2007 GMC (1GDG5C1G87F904310)
 Trip Date: 06/04/2024
 Description of violation: Carrier failed to create and maintain vehicle maintenance files.

Vehicle: 2006 GMC (1GDG5C1G26F903782)
 Trip Date: 06/04/2024
 Description of violation: Carrier failed to create and maintain vehicle maintenance files.

6 STATE CRITICAL	Primary: 396.17(a) CFR Equivalent: 396.17(a)	Discovered 2	Checked 2	Drivers/Vehicles In Violation 2	Checked 2
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Description

Using a commercial motor vehicle not periodically inspected.

Example

Vehicle: 2007 GMC (1GDG5C1G87F904310).
 Trip Date: 06/04/2024.
 Violation Description: The carrier used a commercial motor vehicle that had not been periodically inspected.

Vehicle: 2006 GMC (1GDG5C1G26F903782).
 Trip Date: 06/04/2024.
 Violation Description: The carrier used a commercial motor vehicle that had not been periodically inspected.



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Part B Violations

7 STATE	Primary: 396.9(d)(3) CFR Equivalent: 396.9(d)(3)	Discovered 3	Checked 3	Drivers/Vehicles In Violation 1	Checked 3
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Description

Failing to maintain completed inspection form for 12 months from the date of inspection at the carrier's principal place of business or where vehicle is housed.

Example

Date of inspection: 12/11/2023
 Issuing agency: Washington state Patrol
 Driver name/Vehicle ID: Narzabek Koshbaev
 Vehicle: 2007 GMC (1GDG5C1G87F904310)
 Description of violation: The carrier failed to maintain completed roadside inspection form for 12 months from the date of inspection at the carrier's principal place of business or where vehicle is housed.

Also in violation:

Date of inspection: 02/24/2024
 Issuing agency: Washington State Patrol
 Driver name/Vehicle ID: Kairat Osmonbaev
 Vehicle: 2007 GMC (1GDG5C1G87F904310)

Date of inspection: 02/19/2024
 Issuing agency: Washington state Patrol
 Driver name/Vehicle ID: Kairat Osmonbaev
 Vehicle: 2007 GMC (1GDG5C1G87F904310)

Safety Fitness Rating Information: Total Miles Operated 20,000 Recordable Accidents 0 Recordable Accidents/Million Miles 0.00	OOS Vehicle (CR): 0 Number of Vehicle Inspected (CR): 2 OOS Vehicle (MCMIS): 0 Number of Vehicles Inspected (MCMIS): 1
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Your proposed safety rating is : <p align="center">UNSATISFACTORY</p>	Rating Factors			
		Acute	Critical	
	Factor 1:	S	0	0
	Factor 2:	U	0	2
	Factor 3:	U	0	3
	Factor 4:	C	0	2
	Factor 5:	N	0	0
	Factor 6:	S	-	-

The results of this follow-up compliance review indicate that your proposed safety rating remains unsatisfactory. The unsatisfactory rating will take effect on the date stated in the official notice you received from the Federal Motor Carrier Safety Administration headquarters office in Washington, D.C.

Under 49 USC sections 13905(f)(1)(B) and 31144, and 49 CFR section 385.13, a motor carrier that receives a final safety rating of unsatisfactory is prohibited from operating a commercial motor vehicle in interstate and intrastate commerce and, if applicable, shall have its registration revoked unless and until such time the FMCSA determines the motor carrier is fit and the motor carrier has reinstated its registration.

A petition to contest the rating or a request for a change in the rating will not postpone the effective date of the rating.



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Part B Requirements and/or Recommendations			

1. DRIVER FITNESS BASIC PROCESS BREAKDOWN: Policies and Procedures

Ruslan Dosniyazov failed to implement policies and procedures to ensure qualification files were started, maintained and reviewed on each driver. This allowed drivers to drive without being medically certified, incomplete employment applications, at hire MVR's, annual MVR checks not being performed, and road tests not being completed.

BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices: The following are recommended practices related to Policies and Procedures.

- Develop a policy for the periodic review (at least twice per year) of driver qualification files. The motor carrier should not rely on third-party sources, such as insurance agencies. The procedure should include controls to ensure that documents requiring renewals are in place, to remind drivers of expiration dates on medical certificates, so they can schedule another physical examination in advance, and to prevent falsification of documents related to driver qualification.
- Establish a policy requiring drivers to submit copies of all vehicle and roadside inspections and moving violations to carrier management within 24 hours, and to notify management of suspended or revoked Commercial Driver's Licenses (CDLs) immediately following notification of suspension/revocation.
- Establish a policy requiring all new (since 2003) Commercial Driver's License (CDL) drivers to submit documentation of entry-level driver training in - for example, driver qualification requirements, Hours of Service (HOS), driver wellness, and whistleblower protection - or to take entry-level training provided by the carrier.
- Develop a policy for document retention and recordkeeping, including documents that are to be in the possession of the driver as proof of credentials.
- Develop a process to ensure that operations will always have the proper amount of fit drivers. This process would address how to deal with issues such as sick leave, vacation, training, suspension, and termination.
- Develop a written and progressive disciplinary policy focused on taking corrective action to ensure drivers comply with regulations and policies. A progressive disciplinary policy could include, among other things, written warnings, suspensions, or work restrictions, monetary penalties, and termination. This policy should also specify consequences for any carrier official who knowingly and willfully allows Driver Fitness Violations.

Seek Out Resources:


- You are encouraged to review your company's record at the following website: <http://ai.fmcsa.dot.gov/SMS>. You will need to use your PIN Number that has been provided by the FMCSA.
- Contact industry associations to get resources and ideas on safety improvement practices from other carriers in the industry

2. Do not allow drivers to drive interstate unless they have been physically re-examined each 24 months.

3. The application for employment shall be made on a form furnished by the motor carrier. Each application form must be completed by the applicant, must be signed by him/her, and must contain the following information:

- (1) The name and address of the employing motor carrier;
- (2) The applicant's name, address, date of birth, and social security number;
- (3) The addresses at which the applicant has resided during the 3 years preceding the date on which the application is submitted;
- (4) The date on which the application is submitted;
- (5) The issuing driver's licensing authority, number, and expiration date of each unexpired commercial motor vehicle operator's license or permit that has been issued to the applicant;
- (6) The nature and extent of the applicant's experience in the operation of motor vehicles, including the type of equipment (such as buses, trucks, truck tractors, semitrailers, full trailers, and pole trailers) which he/she has operated;
- (7) A list of all motor vehicle accidents in which the applicant was involved during the 3 years preceding the date the application is submitted, specifying the date and nature of each accident and any fatalities or personal injuries it caused;
- (8) A list of all violations of motor vehicle laws or ordinances (other than violations involving only parking) of which



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the applicant was convicted or forfeited bond or collateral during the 3 years preceding the date the application is submitted;

(9) A statement setting forth in detail the facts and circumstances of any denial, revocation, or suspension of any license, permit, or privilege to operate a motor vehicle that has been issued to the applicant, or a statement that no such denial, revocation, or suspension has occurred;

(10)

(i) A list of the names and addresses of the applicant's employers during the 3 years preceding the date the application is submitted,

(ii) The dates he or she was employed by that employer,

(iii) The reason for leaving the employ of that employer,

(iv) After October 29, 2004, whether the

(A) Applicant was subject to the FMCSRs while employed by that previous employer,

(B) Job was designated as a safety sensitive function in any DOT regulated mode subject to alcohol and controlled substances testing requirements as required by 49 CFR part 40;

(11) For those drivers applying to operate a commercial motor vehicle as defined by part 383 of this subchapter, a list of the names and addresses of the applicant's employers during the 7-year period preceding the 3 years contained in paragraph (b)

(10) of this section for which the applicant was an operator of a commercial motor vehicle, together with the dates of employment and the reasons for leaving such employment; and

(12) The following certification and signature line, which must appear at the end of the application form and be signed by the applicant:

This certifies that this application was completed by me, and that all entries on it and information in it are true and complete to the best of my knowledge .

(Date)

(Applicant's signature)

4. At least once every 12 months, make an inquiry to obtain the motor vehicle record of every driver, covering at least the preceding 12 months, to the appropriate agency of every State in which the driver held a commercial motor vehicle operator's license or permit during the time period.

At least once every 12 months, review the motor vehicle record of every driver to determine whether that driver meets minimum requirements for safe driving or is disqualified to drive a commercial motor vehicle pursuant to §391.15.

Recordkeeping.


(1) A copy of the motor vehicle record shall be maintained in the driver's qualification file.

(2) A note, including the name of the person who performed the review of the driving record and the date of such review, shall be maintained in the driver's qualification file.

5. Ensure that all drivers are fully and properly qualified before operating in intrastate commerce. Maintain a complete file as required for each driver, documenting the qualification process.
6. Require all drivers to prepare complete and accurate records of duty status for each day, and to submit them within 13 days. Maintain all duty status records on file, with all supporting documents, for at least 6 months.
7. HOS COMPLIANCE BASIC PROCESS BREAKDOWN: Roles and Responsibilities

Ruslan Dosniyazov did not have a process in place to review RODS to make sure all the required information was being reported and that the office manager was unable to retrieve from messages sent via a chat app from the drivers about their time cards and driving times.



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BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices: The following are recommended practices related to Roles and Responsibilities.

- Define and document roles and responsibilities of managers and supervisors for monitoring compliance with Hours-of-Service (HOS) policies.
- Ensure that managers are responsible for reviewing Records of Duty Status (RODS) for accuracy and for disciplining those who falsify their logs.
- Assign responsibility for making sure that all Records of Duty Status (RODS) are collected and stored for six months.
- Prior to accepting shipments, ensure that dispatchers are responsible for mapping out routes, asking drivers how many hours they have driven recently, and verifying that the route can be completed without breaking Hours-of-Service (HOS) regulations.
- Ensure that drivers are responsible for informing the carrier when they are sick, keeping accurate Records of Duty Status (RODS), and planning their route so that it can be completed efficiently within Hours-of-Service (HOS) rules.
- Define and document roles and responsibilities of drivers and dispatchers as they pertain to Hours-of-Service (HOS) policies and procedures.

8. Ensure that a periodic inspection is performed on every commercial motor vehicle prior to operation and at proper intervals thereafter.

9. VEHICLE MAINTENANCE BASIC - INSPECTION-REPAIR-MAINTENANCE PROCESS BREAKDOWN: Policies and Procedures

Ruslan Dosniyazov did not have a policy in place to require vehicle maintenance files for his CMV's. This allowed CMV's to be operated without periodic inspections and copies of CVSA roadside inspections not to be retained by the carrier. There were no records of DVIR's which drivers, management and mechanics use to help track defects and repair to the carriers CMV's.


BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices: The following are recommended practices related to Policies and Procedures.

- Develop a system of preventive maintenance for compliant, safe, and efficient fleet operations, including a schedule for periodic maintenance, inspection, and recordkeeping. This system should be attuned to manufacturer recommendations, the carrier's own experience, and regulatory requirements.
- Develop a procedure ensuring that vehicle defects that impact safety and/or safety compliance are reported, repaired, and certified before the vehicle is operated.
- Develop procedures to ensure that management is notified of vehicle defects through the use of Driver Vehicle Inspection Records (DVIRs) and other communication channels, such as driver call-in and e-mail from mechanics.
- Develop a policy ensuring that drivers are qualified to complete thorough and timely Driver Vehicle Inspection Records (DVIRs) by the end of the day of the trip and prior to a subsequent assignment.
- Establish a policy requiring drivers to submit copies of all roadside inspections to carrier management within 24 hours.
- Develop policies and procedures requiring drivers to immediately notify appropriate management of any roadside vehicle Out-of-Service (OOS) order.
- Develop a written and progressive disciplinary policy focused on taking corrective action to ensure drivers comply with regulations and policies. A progressive disciplinary policy could include, among other things, written warnings, suspensions, or work restrictions, monetary penalties, and termination. This policy should also specify consequences for any carrier official who knowingly and willfully allows vehicle maintenance violations.

10. Perform and document that national criminal background checks were performed as required on all applicants before starting employment with you.



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Part B Requirements and/or Recommendations		

11. Safety Management Plan Requirement

Within 60 days, send and have approved, a safety management plan to the UTC describing what actions you have taken in response to this review to ensure that you are complying with the Motor Carrier Safety Regulations.

1. The plan must address each acute, critical, or serious violation on the most recent Compliance Review. Corrective actions to address other violations noted on your review must also be included. (All violations on the compliance report must be addressed in the SMP)
2. Identify why the violations were permitted to occur.
3. Discuss the actions taken to correct the deficiency or deficiencies that allowed the violations to occur. Include actual documentation of this corrective action. (For example: documentation may include items such as new policies and procedures, training programs and sign-in lists, or copies of new forms.
4. Outline actions taken to ensure that similar violations do not reoccur in the future. **YOU MUST DEMONSTRATE THAT YOUR OPERATIONS CURRENTLY MEET THE SAFETY STANDARD AND FACTORS SPECIFIED IN 49 CFR 385.5 and 385.7.** To do so, you must demonstrate that you now have adequate safety management controls in place which function effectively to ensure acceptable compliance with applicable safety requirements.
5. If your request includes actions that will be conducted in the near future, such as training, reorganization of departments, purchasing of computer programs, etc, include a detailed description of the activity or training and a schedule of when that activity will commence and when it will be completed.
6. Include any additional documentation relating to motor carrier safety and the prevention of crashes that you believe supports your request.
7. Include a written statement certifying the carrier will operate within federal and state regulations and the carrier's operation currently meets the safety standard and factors specific in 49 CFR 385.5 and 385.7. A corporate officer; partner, or the owner of the company must sign the statement.


You must submit your request to:
Motor Carrier Safety Supervisor
Jason Sharp
Jason.Sharp@utc.wa.gov
Phone (360) 701-1603

12. Understand Why Compliance Saves Time and Money: Compliance with FMCSRs will not only save lives, but also saves your business time and money. Tracking how much your business spends on non-compliance activities can help you understand the many benefits of compliance to your business and why safety is good business.

Document and Follow Through on Action Plans: Document and follow through on action plans to ensure the actions you are taking are creating improvement in safety management and compliance.

NOTICE: A pattern and/or repeated violations of the same or related acute or critical regulations (violations of the same Part in Title 49, Code of Federal Regulations) will cause the maximum penalties allowed by law to be assessed under Section 222 of the Motor Carrier Safety Improvement Act of 1999 (MCSIA). A pattern of violations means two or more violations of acute and/or critical regulations in three or more Parts of Title 49, Code of Federal Regulations discovered during any eligible investigation. Repeated violations means violation(s) of an acute regulation of the same Part of Title 49, Code of Federal Regulations discovered in an investigation after one or more closed enforcement actions within a six year period and/or violation(s) of a critical regulation in the same Part of Title 49, Code of Federal Regulations discovered in an investigation after two or more closed enforcement actions within a six year period.



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NOTICE: 49 CFR Part 391.23 requires prospective employers to, at a minimum, investigate a driver's employment information, crash record, and alcohol and controlled substances history from all employers the driver worked for within the previous 3 years.

All motor carriers and truck drivers are needed to fight against terrorism and hijacking. You could be a target. Protect yourself, your trucks, your cargo, and your facilities. Discuss with your employees/drivers the "Security Measures for Truck Drivers and Companies" which were provided and reviewed with motor carrier official. Motor carriers should visit the following website for more information:
<http://www.fmcsa.dot.gov/documents/Hijacking-Brochure.pdf>

PLEASE NOTE: The violations discovered during this compliance review may affect the civil penalty proposed in any subsequent Notice of Claim. In addition, your history of prior violations of the Federal Motor Carrier Safety Regulations, Federal Hazardous Material Regulations or the Federal Motor Carrier Commercial Regulations may also affect the civil penalty proposed in any subsequent Notice of Claim. Your signature for receipt of this report acknowledges your understanding that the violations discovered by the UTC during this review may be used to calculate any civil penalty proposed as a result of this review.

Serious violations were recorded on this investigation report. These violations will impact your safety record. Furthermore, these violations may result in a follow-up investigation at a later date unless adequate evidence of corrective action is forwarded to our office:

Leonard McLaughlin
Utilities and Transportation Commission
P.O. Box 47250
Olympia, WA 98504-7250
Email: leonard.mclaughlin@utc.wa.gov



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Safety Fitness Rating Explanation

This report lists the facts which were used to determine the Safety Fitness Rating for the above motor carrier. Federal and State violations are combined for rating purposes. However, only the federal or federal equivalent section number is shown below. A check mark identifies the range within which the data fell when determining the Safety Fitness Rating. All information within a FACTOR block relates only to that FACTOR.

FACTOR 1	General (CFR Parts 387, 390)	
VIOLATIONS AFFECTING RATING	POINTS	0 Point = Satisfactory 1 Point = Conditional >1 Point = Unsatisfactory
NONE	-----	
TOTAL POINTS: 0 = SATISFACTORY		
FACTOR 2	Driver Qualification (CFR Parts 382, 383, 391)	
VIOLATIONS AFFECTING RATING	POINTS	0 Point = Satisfactory 1 Point = Conditional >1 Point = Unsatisfactory
S 391.45(a)	1 (C)	
S 391.51(a)	1 (C)	

TOTAL POINTS: 2 = UNSATISFACTORY		
FACTOR 3	Operational/Driving (CFR Parts 392, 395)	
VIOLATIONS AFFECTING RATING	POINTS	0 Point = Satisfactory 1 Point = Conditional >1 Point = Unsatisfactory
S 392.2	1 (C)	
S 395.8(a)(1)	2 (C)	

TOTAL POINTS: 3 = UNSATISFACTORY		
FACTOR 4	Vehicle/Maintenance (CFR Parts 393, 396, Performance Data (OOS%))	
VIOLATIONS AFFECTING RATING	POINTS	Out-of-Service (OOS) Percentage: 0.0
S 396.3(b)	1 (C)	
S 396.17(a)	1 (C)	

TOTAL POINTS: 2 & 0.0% OOS = CONDITIONAL (see chart)		
Fewer than 3 Inspections	3 or more Inspections	
Rate same as other Regulatory Factors 1, 2, and 3 0 Point = Satisfactory 1 Point = Conditional >1 Point = Unsatisfactory	OOS Less than 34%	OOS 34% or Higher
	Satisfactory	Conditional
	0 Conditional If a pattern of Non-Compliance with a Critical or an Acute Violation	Unsatisfactory If a pattern of Non-Compliance with a Critical or an Acute Violation
FACTOR 5	Hazardous Material (CFR Parts 397, 171, 172, 173, 177, 180)	
Not Applicable - Not a carrier of Hazardous Material		
NONE		



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Safety Fitness Rating Explanation

FACTOR 6

Accident (Recordable Accident Rate)

$$((\text{Recordable Accidents}) \times (1 \text{ million})) \div (\text{Total Miles}) = \text{Rate}$$

$$(0 \times 1,000,000) \div 20,000 = 0 = \text{SATISFACTORY}$$

$$>1.500 \quad = \quad \text{Unsatisfactory}$$

OVERALL SAFETY FITNESS RATING

Number of Factors (1-6) shown above as less than satisfactory


Unsatisfactory	Conditional	
2	1	= UNSATISFACTORY

FORMULA TO CALCULATE THE OVERALL SAFETY FITNESS RATING

Number of Factors

Unsatisfactory	Conditional	OVERALL RATING
0	2 or fewer	Satisfactory
0	3 or more	Conditional
1	2 or fewer	Conditional
1	3 or more	Unsatisfactory
2	0 or more	Unsatisfactory



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Reason for Review: Compliance Review
Planned Action: Compliance Monitoring

Parts Reviewed Certification:

325	382	383	387	390	391	392	393	395	396	397	398	399	171	172	173	177	178	180
	✓	✓	✓	✓	✓	✓	✓	✓	✓									

Prior Reviews Prior Prosecutions

Unsat/Unfit Information

Is the motor carrier of passengers subject to the safety fitness procedures contained in 49 CFR part 385 subpart A, AND does it transport passengers in a commercial motor vehicle?

Does carrier transport placardable quantities of hazardous materials?

Unsat/Unfit rule:

Follow-up - 60-Day Rule for conditional

Corporate Contact: Ruslan Dosniyazov
Corporate Contact Title: Owner

Special Study Information:

Remarks:

INVESTIGATIVE REPORT RECEIVED BY:
Name: Ruslan Dosniyazov
Title: Owner
Carrier/Shipper Name: Airus Movers LLC
Date: 08/13/2024

REASON FOR THE INVESTIGATION:

As part of the 2024 Motor Carrier Safety work plan, this investigation was assigned to Leonard McLaughlin, Special Investigator from the Washington Utilities and Transportation Commission (commission).

SCOPE OF THE INVESTIGATION:


This investigation is a comprehensive intrastate investigation and the carrier's provisional safety investigation by the commission. It was assigned to Special Investigator Leonard McLaughlin on June 18, 2024. The carrier was contacted on June 18, 2024, and a full investigation was set for July 2 at the principal place of business and residence located at 13404 Newcastle Commons Dr. Apt 515. Newcastle, WA 98059. The owner Ruslan Dosniyazov contacted Investigator McLaughlin on July 1, to reschedule the review due to scheduling issues, the review was rescheduled for July 10. Present at the July 10 review were Special Investigator Leonard McLaughlin and Airus Movers LLC's Manager, Aida Bekova.

SMS was checked on June 18, 2024, and it was noted that no BASICS were in alert status.

CARRIER OPERATION DESCRIPTION:

Airus Movers LLC is a provisional household goods carrier operating out of Newcastle, Washington. The vehicles are stored at the carrier's leased warehouse at 2240 W Commodore Way, Seattle WA 98059. The carrier began operations in July 2021 and received temporary operating authority on September 6, 2022. Dosniyazov received household goods (HHG) training with the commission on August 24, 2022. Dosniyazov is responsible for the carrier's safety program. The carrier currently operates two straight trucks classified as commercial motor vehicles. The carrier has employed seven drivers who operated within the state of Washington within the past 365 days. The owner, Ruslan Dosniyazov, is also a driver and has trip dates within the scope of the investigation. Airus Movers LLC recorded a gross revenue of \$361,000.00



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for the calendar year ending December 31, 2023. The carrier is not and has not been involved in any emergency relief efforts in the last 365 days. The carrier last updated its MCS-150 on May 30, 2023, but failed to update its fleet mileage for the last calendar year.

Dosniyazov also is the owner of Renaissance Van Lines Inc. (USDOT 4107989) that operates from the same address in Newcastle WA. Renaissance Van Lines Inc. MCMIS shows this company as an intrastate non-hazmat carrier that hauls household goods. This carrier is not permitted with UTC.

PRE-INVESTIGATION:

On June 24, 2024, a carrier information packet was emailed to the carrier requesting investigation information, the records that would need to be reviewed and the information the carrier would need to make available. The carrier was requested to fill-out and return the carrier information packet with a list of all commercial motor vehicle drivers utilized in the past 12 months and a list of all commercial motor vehicles utilized in the last 12 months prior to the start of this investigation.

A partially complete carrier packet was returned on June 27, to Investigator McLaughlin via email. On July 10, Investigator McLaughlin met with Aida Bekova in a conference room in the lobby of the principal place of business (apartment complex). She was not able to provide most of the requested documents for review. A copy of the carrier's profile was obtained through MCMIS on June 18, along with a copy of the MCS-150.

CDLIS (DRIVER LICENSE) CHECK:

In accordance with the eFOTM, all drivers were to be checked. License statuses for drivers Ruslan Dosniyazov, Nazarber Koshbaev, Medet Toleuov and Sultan Koshbaev were all checked through CDLIS and Washington Department of Licensing website. All drivers had valid current valid driver's licenses.

AUTHORITY:

Airus Movers LLC is an authorized for-hire carrier of household goods operating in intrastate commerce. The carrier operates under the USDOT number 3684288. Airus Movers LLC has a valid permit through the commission provisional permit number THG-070531.

INSURANCE:

Airus Movers LLC is required to maintain public liability and property damage insurance with a minimum limit of \$750,000. A check with the carrier's insurance shows a \$1,000,000 policy with United Financial Casualty Company (policy number 00474037-1) for property liability and property damage and \$20,000 cargo Insurance policy with Pennsylvania Manufacturers Association Insurance Company, (policy number 812201-9344870Y).

The carrier's insurance agent is Carlos Aceves, with Avant Garde Insurance Group LLC, Aceves' telephone number is 425-628-1448. The agent is located at 600 Stewart St, Seattle, WA 98101-1230. Investigator McLaughlin contacted the carrier's insurance agent via email on June 29, and received a response on July 1, verifying that there were no lapses in coverage. The carrier had one claim against its policy in the past 365 days, it was not related to a recordable accident.

RED FLAG DRIVERS:

A&I (SMS) was checked through Portal on June 18, and the carrier has had no drivers with red flag violations in the last 365 days.


DRUG AND ALCOHOL SUPPLEMENTAL REVIEW:

This is a full comprehensive investigation therefore a Drug and Alcohol Supplemental Review was not required.

HAZARDOUS MATERIALS SUPPLEMENTAL REVIEW:

Airus Movers LLC does not transport any hazardous materials. A Hazardous Materials Supplemental Review was not required.



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INVESTIGATION:

The following investigation is a comprehensive investigation that checked Parts 376, 380, 382, 383, 387, 390, 391, 392, 393, 395, and 396.

Lease and Interchange of Vehicles:

Airus Movers LLC does not lease vehicles. It owns a 2005 GMC (1GDG5C1E55F905233) that it uses for Renaissance Van Lines Inc., which is owned by Dosniyazov. The carrier does not have a lease agreement, but shipping documents support that this CMV was used by Renaissance and not Airus Movers.

Part 380 Special Training:

Airus Movers LLC does not operate long combination vehicles (LCVs). The carrier currently does not employ any drivers that meet the definition of entry level driver.

Part 382 Controlled Substance and Alcohol Testing:

Airus Movers LLC does not employ CDL drivers and does not operate vehicles that would require drug and alcohol testing.

Part 383 Commercial Driver's License:

Airus Movers LLC does not employ CDL drivers and does not operate vehicles that would require a commercial driver's license.

Part 390 General FMSCR:

The carrier was not involved in any DOT-recordable accidents within the last 365 days. The accident register is current.

Part 391 Qualification of Drivers:

The carrier employs four drivers currently operating in the state of Washington. Per eFOTM guidelines, a sample size of four Driver Qualification files were to be inspected based on the number of current drivers. The four driver files to be reviewed were Ruslan Dosniyazov, Nazarbek Koshbaev, Medet Toleuov and Sultan Koshbaev.

Bokova provided Investigator McLaughlin drivers motor vehicle records and medical examiners certificates that were created after the initial date the carrier was scheduled to meet for the review (July 2). CDLIS showed that Sultan Koshbaev had a valid medical certificate that was issued January 16, 2023 and expires on January 16, 2025. On July 17, the carrier sent a copy of Medet Toleuov previous medical examiners certificate that had expired on May 20, 2022 and Ruslan Dosniyazov's which had expired January 24, 2024.


Bokova told Investigator McLaughlin that the only other documents they have for the drivers are employment applications and motor vehicle records (which the carrier obtained after the date of review). However, they were only able to provide an employment application for Dosniyazov. The other documents were in the PPOB (Dosniyazov's apartment), and she did not have access to them. Investigator McLaughlin asked drivers Shambilov Batyrbek, Ibrahim Kurmbek, and Osmonbaev Kairat, who were not on listed on original driver list that the carrier furnished. Bokova told Investigator McLaughlin that the drivers were no longer employed there, and that the carrier did not have any driver qualification files these drivers.

On July 11, and 12, the carrier sent Investigator McLaughlin the employment applications for Nazarbek Koshbaev, Medet Toleuov and Sultan Koshbaev. The employment applications were missing the required information, and they were not filled out in their entirety. The carrier did not have any other required documents for Ruslan Dosniyazov, Nazarbek Koshbaev, Medet Toleuov and Sultan Koshbaev that were performed by the carrier prior to the review date.

Four critical violations of 391.51(a) occurred when the carrier failed to maintain a driver qualification file on each driver employed.

Three critical violations of 391.45(a) occurred when the carrier allowed a driver who was not medically examined and certified to operate a CMV on 143 occasions.



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Ruslan Dosniyazov drove on:
January (2024) 28. (1 occurrences).
February (2024) 2, 15, 17, 18, 20, 25, 26, 28. (8 occurrences).
March (2024) 1, 14. (2 occurrences).

Medet Toleuov drove on:
Jan (2024) 3, 4, 5, 6, 8, 10, 11, 16, 17, 19, 20, 27, 31. (13 occasions).
Feb (2024) 3, 9, 10, 13, 15, 16, 17, 18, 19, 21, 22, 26, 28. (13 occasions).
March (2024) 1, 2, 4, 8, 9, 10, 11, 12, 14, 16, 19, 21, 23, 25, 29, 30. (16 occasions).
April (2024) 2, 7, 9, 13, 15, 22, 23, 25, 27, 29. (10 occasions).
May (2024) 1, 2, 3, 4, 5, 6, 11, 12, 13, 16, 20, 22, 23, 26, 27, 29, 30, 31. (18 occasions).
June (2024) 2, 3, 4, 6, 7, 8, 13, 14, 15, 16, 17, 23, 25, 28, 29, 30. (16 occasions).

Nazarbek Koshbaev drove on:
Jan (2024) 11, 13. (2 occasions).
Feb (2024) 3. (1 occasion).
March (2024) 2, 8, 29 (3 occasions).
April (2024) 12, 19, 20. (3 occasions).
May (2024) 1, 4, 5, 6, 10, 11, 12, 15, 18, 20, 24, 25, 26, 29. (14 occasions).
June (2024) 1, 2, 8, 9, 15, 16, 17, 20, 21, 22, 23, 24, 25, 27, 28. (15 occasions).
July (2024) 1, 2, 3, 5, 6, 7, 8. (7 occasions).

In accordance with FMCSA Memorandum MC-ECS-2012-004 medical certificates, 25 percent of the driver qualification file sample size (one) was to be selected for verification:

Driver Name: Sultan Koshbaev
Date of Birth: 03/13/2001
ME's License/Certificate Number: PA10003740
Date of Issuance of the MEC: 01/16/2023
Date of Expiration: 01/16/2025
National Registry Identification Number: 7200478866
Phone Number: 425 865-8060
Date Checked: 07/31/2024
Time Checked: 10:14 pm
Talked To: Douce
Results: Confirmed

Part 392 - Driving of Commercial Motor Vehicles:

Airus Movers LLC is operating in intrastate commerce and at the time of this investigation and the carrier is current on annual regulatory fees.

Nine violations of WAC 480-15-555(1) occurred when the carrier for failed to complete a national criminal background check on Sultan Koshbaev, Nazarbek Koshbaev, Medet Toleuov, Nurbek Toshpulatov, Aida Bekova, Urustomov Edilbek, Kairat Osmonbaev, Ibrahim Kurmbek, and Batyrbek Shambilov prior to being hired.

Part 395 - Hours of Service:

The carrier currently employs four drivers. In accordance with eFOTM procedures, four drivers Records of Duty Status (RODS) are required to be checked for a 30-day period.

For this investigation, a 30-day period was chosen from May 1 to May 30 for all drivers except Dosniyazov who had no trips in May. The 30-day period of Feb 1 to March 1 was chosen for Dosniyazov.

The carrier did not prepare and maintain time sheets for hours of service. However, information was obtained from a calendar showing which employees worked during a specific day and the total hours for a move.



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On the calendar, employee names were abbreviated by a partial first name. The calendar did not show who was driving or the total weekly hours. Investigator McLaughlin showed examples of timecards from the UTC publication Achieving a Satisfactory Motor Carrier Safety Record and asked Bokova if they kept any similar time records. Bokova explained that they do not require the employees to complete timecards, thus they do not have any. Investigator McLaughlin asked Bokova how the carrier keeps track of who is driving and how much they need to pay their employees. Bokova told Investigator McLaughlin that the drivers send her a text via a chat app. Investigator McLaughlin asked if he could see what information is provided to the carrier. Bokova told Investigator McLaughlin they couldn't retrieve the messages. Investigator McLaughlin requested that the carrier provide a copy of the calendar and explain who was driving. Using timecards from the Achieving a Satisfactory Motor Carrier Safety Record manual, on July 12, the carrier sent Investigator McLaughlin timecards for the dates he requested. These timecards were created after the Investigator McLaughlin met with Aida Bokova.

Forty-two critical violations of 395.8(a)(1) occurred when the carrier failed to ensure that its drivers prepared a record of duty status using the appropriate method.

Ruslan Dosniyazov drove on: February (2024) 2, 15, 17, 18, 20, 25, 26, 28, March (2024) 1. (9 occasions).

Nazarbek Koshbaev drove on: May (2024) 1, 4, 5, 6, 10, 11, 12, 15, 18, 20, 24, 25, 26, 29. (14 occasions).

Medet Toleuov drove on: May (2024) 1, 2, 3, 4, 5, 6, 11, 12, 13, 16, 20, 22, 23, 26, 27, 29, 30, 31. (18 occasions).

Sultan Koshbaev drove on: May (2024) 30. (1 occasion).

Part 393 & 396 - Maintenance and Inspection:

The carrier currently owns three commercial motor vehicles a 2005 GMC (1GDG5C1E55F905233), 2007 GMC (1GDG5C1G87F904310) and a 2006 GMC (1GDG5C1G26F903782). The carrier uses the 2005 GMC for Renaissance Van Lines. The carrier does not have a lease agreement between Airus Movers LLC and Renaissance Van Lines, CVSA inspections and BOL's show it was hauling Amazon loads. The 2006 and 2007 GMCs were used for Airus Movers LLC in intrastate commerce during the last 365 days.

The only records for the periodic inspections show the 2007 GMC (1GDG5C1G87F904310) was inspected on July 8, 2024, and the 2006 GMC (1GDG5C1G26F903782) was inspected on June 21, 2024.

Two critical violations of 396.17(a) occurred when the carrier failed to perform the annual periodic inspections until after the carrier was contacted for the review. Carrier submitted timecards show both CMV's being used for trips on June 4, 2024.

Vehicle Maintenance Records:

In accordance with eFOTM, a sample size of two vehicle maintenance files were required to be reviewed. The vehicles to be reviewed were: 2007 GMC (1GDG5C1G87F904310) and 2006 GMC (1GDG5C1G26F903782). The carrier didn't have any vehicle maintenance files for any of the CMV's.

Two critical violations of 396.3(b) occurred when the carrier failed to keep minimum records of inspection and vehicle maintenance.


Three violations of 396.9(d)(3) occurred when the carrier failed to maintain copies of roadside inspections on the 2007 GMC (1GDG5C1G87F904310).

Roadside inspection dates:
February (2024) 19, and 24.
December (2023) 11.

Driver Vehicle Inspection Reports (DVIRs):

DVIRs are required for Airus Movers LLC, the company does not have a process in place for drivers to complete them. At the time of the investigation there was no evidence that the company was required to maintain one in the vehicle



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maintenance file.

Vehicle Inspections:

In accordance with eFOTM, a sample size of two vehicles were to be inspected, the 2007 GMC (1GDG5C1G87F904310) and 2006 GMC (1GDG5C1G26F903782). were inspected (CVSA inspections WA1174000070 and WA1174000071). The vehicles were inspected at 2240 W Commodore Way, Seattle WA 98059.

Two violations of 390.21T(b)(1) for failing to display the UTC permit number and three violations of 393.9(a) for inoperative identification lights, inoperative clearance lights and an inoperative front left turn signal.

The inspections have been uploaded to TOMCAT.

CLOSING INTERVIEW:

This investigation resulted in a proposed unsatisfactory rating, and Ruslan Dosniyazov contacted by Investigator McLaughlin via phone on August 13, 2024, to schedule the closing interview. Dosniyazov was unable to schedule a time for an online meeting until September 2. Investigator McLaughlin stressed the importance of the review and due to the unsatisfactory rating, Dosniyazov agreed to being sent the review via Email on August 13, 2024 and scheduling a Teams meeting on August 27, 2024, to answer any questions.

DOCUMENTS PROVIDED TO THE CARRIER:

The carrier was provided with one copy of Parts A and B, requirements and recommendations, safety fitness explanation and documents on how to prepare a safety management plan.

FOLLOW-ON ACTION:

Continued compliance monitoring. Penalties for critical violations: 391.45(a), 391.51(a), 396.3(b), 396.17(a) and WAC 480-15-555(1). Prepare a safety management plan. Send an intent to cancel. Revisit within one year if not cancelled.

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