

SAMA/SVFB NEWS No. 11-4, September 2011

Dear SVFB/SAMA Members,
Dear other readers interested in SAMA's activities,

We have updated the **NEWS/NACHRICHTEN** on the **SVFB/ASEA/SAMA** homepage with the following items: <http://www.svfb.ch/1.html>

- 1) **SAMA's European activities:** we have participated in the first meeting of ECOGAS, the **EUROPEAN COUNCIL OF GENERAL AVIATION SUPPORT**. ECOGAS is the European SAMA and is represented on different and influential boards of EASA. SAMA has been welcomed as a member, our contribution for adapted regulation within the GA and Business aviation world is recognized.
- 2) **PART M submission to EASA:** finally, issue Nr. 17 made it to EASA and its receipt has been confirmed, as well confirmation that it will be taken into consideration by EASA in preparation of the **PART M meeting** on 27st October. We would like to thank for the many feedbacks and comments we had in drafting our final paper for EASA. Together with SAMA's answer concerning **M** ECOGAS has sent a common submission to EASA and to the **EU Transport Commissioner**, expressing our disagreement to how rulemaking is more and more restricting the **Small and Medium Enterprises (SME's)** in Europe. You will find the link to both papers (SAMA and ECOGAS) on our homepage under **EASA REVIEW OF PART M** with this link: <http://www.svfb.ch/85.html>
- 3) **PART M meeting:** we have asked in the June Newsletter for volunteers to this Meeting in Cologne as there is an allowance for two persons per Organisation. The CEO of AIR SERVICE BASEL and member of our board, Claudio Lasagni has volunteered to be part of the SAMA team. We think that he is the best possible ambassador for PART M. He is representing a majority of our members in GA and BA but has also the expertise and experience of the **Public Air Transport** segment of maintenance.
- 4) **S-Licence**
The final meeting has been held as planned on 23. August 2011 and the work is finished. As a result FOCA will publish a new TM concerning S- Licences. It will define what the candidates must learn to pass the examinations for the S- licence. With the publication the present insecurity what candidates for a S-Licence must know to pass the theoretical examination will be ending in almost all cases. TM is expected before Christmas 2011.
- 5) **S- Licence course for composites**
Candidates who are interested in achieving the S- License should send a short e mail training@svfb.ch. As soon as we have the minimum number of participants, a course is organised.
- 6) **Financial support for basic training.**
Proposal to the "Commission for Education and Research" (KBF) is on the homepage News May 6 under 110420_svfb_kbf_support. **Since 1st August 2011 the ordinance concerning distribution of part of the money from taxation of aviation fuel is in force. In order to get access to such money for training held in 2011 maintenance companies interested in it should forward prove of their costs to me in a transparent manner.** The final as to how this data must be provided is not yet published by the FOCA, however we recommend that you keep a complete (electronic) file which shows exactly
 - o Who ?
 - o What kind of ?
 - o Start and end (actual or forecasted end) ?
 - o Detailed costs ?In order to get access to this financial support I recommend you to send this data the sooner the better to myself for further compilation and early request of available funds from FOCA.
Note: participants organised by SAMA/ASEA/SVFB for modules do not need to forward this data, SAMA will do it as we have all data.
- 7) **INFO DAY FOR MEMBERS AND INTERESTED PARTIES**
As in previous years, SAMA plans to have an information day for all interested parties. The day should count as a training day towards the requirement for mandatory refresher training. Please let us know **ASAP** what your specific information needs are. Some members are

proposing a refresher into the homepages of FOCA and EASA and updating the members of how to best access them and what would be of interest in there for the maintenance organisations.

CUSTOMER EVENT ON SMS AND HUMAN FACTORS

Our founding member SR Technics is organizing a customer event on the above mentioned subjects on 3rd November 2011 in Zürich. SMS benefits for small and medium companies is controversial among our members. The presence of one of the most renowned expert in the world of SMS and Human Factors may nevertheless be worth the day.

All members of SAMA/ASEA/SVFB are welcome, however would need to forward their request for participation with Name, Surname, Date of Birth, Passport Number, Company and Function by e mail to me until 20th October at the latest.

8) NPA/CRD until 20.09.2011

1. NPA 2011-15 non binding TBO limits (Link) <http://hub.easa.europa.eu/crt/docs#>

- This NPA is of interest for aircraft < 2700 kg (owners and operators respectively) with piston engines **not** used in commercial air transport.
- **executive summary:** The Time Between Overhauls (TBO) for certain components is part of the aircraft maintenance programme approved by the competent authorities as required by M.A.302. For smaller aviation, the first criterion considered by the authorities to set the interval for overhaul is to follow the value recommended by the aircraft/component manufacturer. Generally, this interval though is not an airworthiness limitation and, subject to certain conditions and the performance of additional maintenance actions, most authorities allow its extension since the well cared components are often in condition for safe operation. Therefore the aircraft owners may profit to postpone its overhaul. This NPA aims to establish harmonised Acceptable Means of Compliance that can be followed by operators and authorities for the extension of the overhaul of components. For this purpose, the different approaches used today by the competent authorities to extend overhaul intervals were considered to develop this NPA.
- Maintenance Organisations involved in the overhaul of components could be impacted due to reduced overhaul work required. Eventually this could be compensated by more flying time due to less costs for affected operators.
- There would eventually be a shift of work from the overhaul facilities and their overhaul work to CAMOS and authorities for more paperwork.
- **your feedback concerning this NPA** should be sent to us not later than 16. October 2011 in order to prepare the response.
- **if you send your own response via the CRT direct to EASA your copy to us would be highly appreciated. (also from other organisations outside of SAMA)**

2. NPA 2011-14 Halon, as this affects Certification Specification SAMA will not comment.

3. NPA 2011-13 Large Airplane protection against running out of fuel

- Certification of large aircraft is well controlled by manufacturers. SAMA will not comment.

4. NPA 2011-11 (CS) Certification Specification of MMEL

- Certification of large aircraft is well controlled by manufacturers. SAMA will not comment.

This concludes the list of the NPA/CRD which are new and active. For more information you may go to this link: <http://easa.europa.eu/rulemaking/notices-of-proposed-amendment-NPA.php> and look up NPA and CRD under RULEMAKING. All submission of SAMA are on our homepage under EASA.

Sincerely,

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