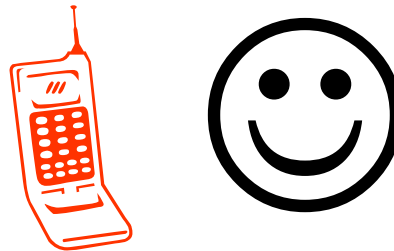


# Willkommen an der Generalversammlung des SVFB

## Bienvenue à l'Assemblée Générale de l'ASEA

Vergessen Sie nicht, Ihr Natel nach der Versammlung wieder einzuschalten  
N'oubliez pas de renclencher votre mobile après l'assemblée



## Generalversammlung

Eröffnung, Tagesordnung

1 Protokoll vom 29.März 2007

2 Jahresbericht des Präsidenten

3 Mitgliedschaft

▶ 4 Rechnung 2007 und Budget 08

5 Revisionsbericht, Entlastung  
des Vorstands

6 Mitgliederbeiträge 2008

7 Wahlen

▶ 8 Ausbildung

▶ 9 Lufttüchtigkeitsprüfungen

▶ 10 Verschiedenes

## Assemblée Générale 2007

Constitution, ordre du jour

1 Protocole du 29 mars 2007

2 Rapport annuel du Président

3 Membres

4 Compte 2007 et budget 08

5 Rapport de révision, décharge  
du comité

6 Cotisations 2008

7 Elections

8 Formation

9 Examens de navigabilité

10 Divers

# Airworthiness Reviews

## Lufttüchtigkeitsprüfungen

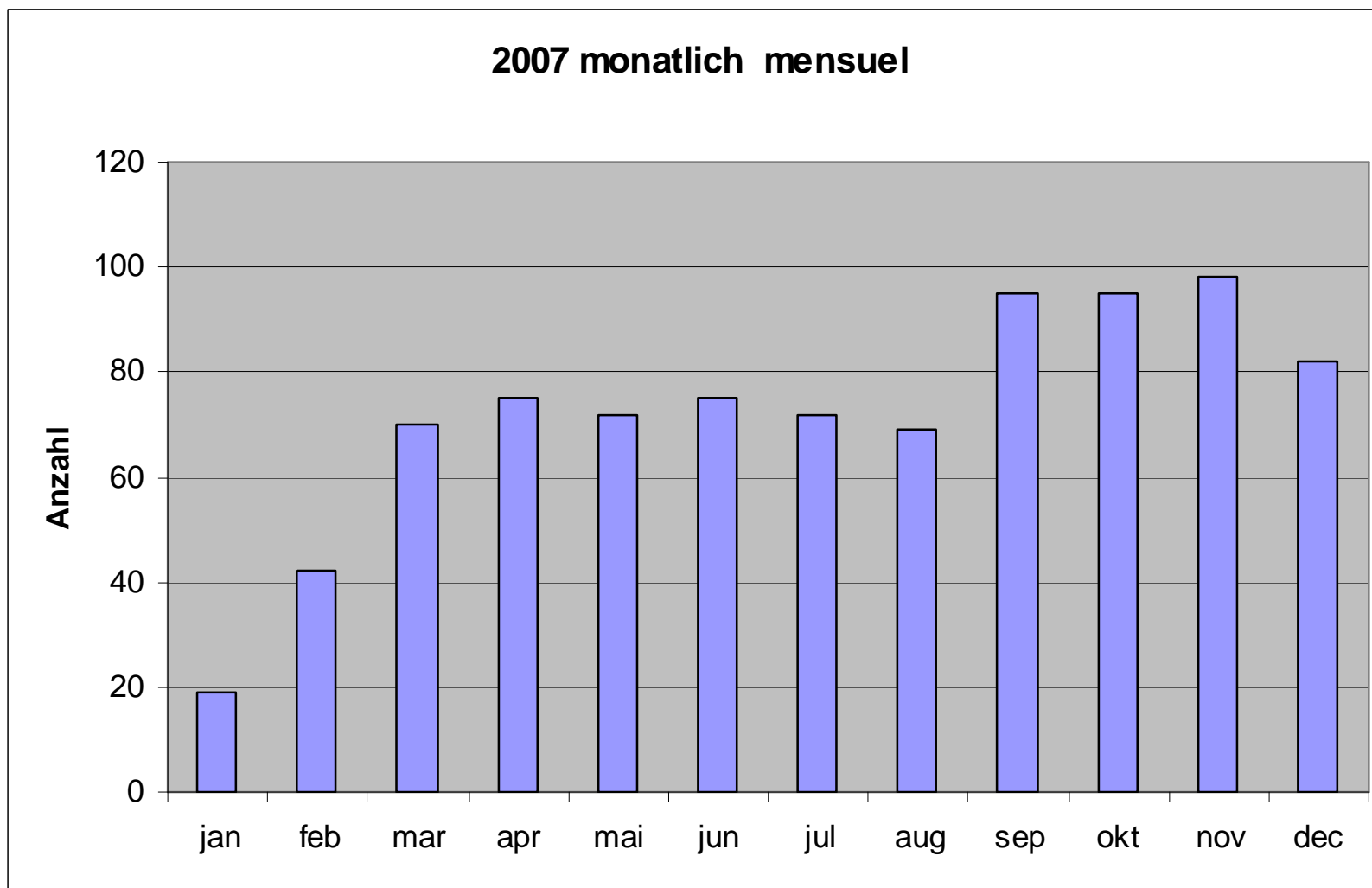
### Examens de la navigabilité

- Kurzer Rückblick
- Erfahrungen
- Ausblick
- CRD 2007-08
- brève rétroperspective
- expériences
- perspectives
- CRD 2007-08





# Prüfungen examens



# Erfahrungen expériences 2007

## Tagung 06.11.07:

- Regulärer Ablauf, keine grundsätzlichen Probleme
- Reglement / Verträge müssen nachgeführt werden
- Information über neue Gebührenordnung
- Instruktion über Unterschiede BAZL - EASA Review / ARC
- Information über maintenance programme, BAZL Politik
- Nächste Info August 08

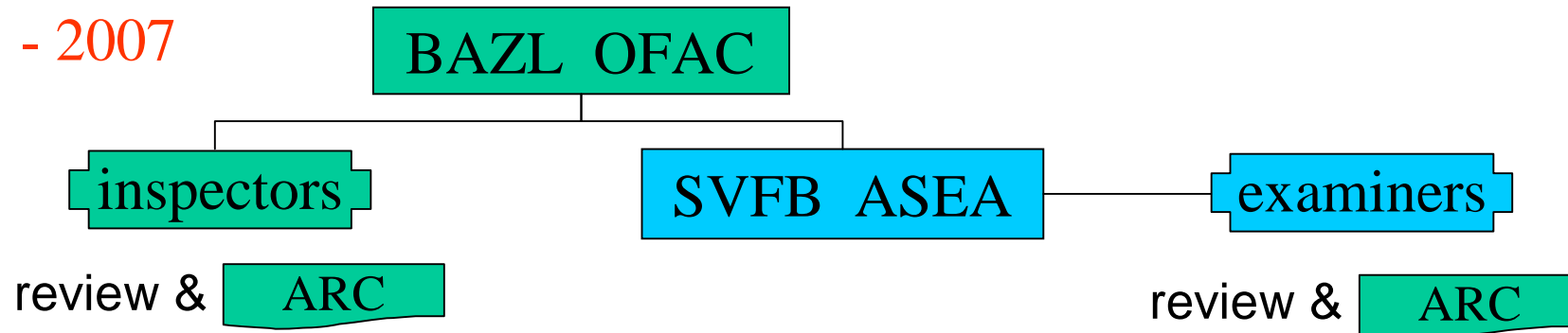
## Séance du 06.11.07:

- Examens réguliers et sans problèmes de principe
- Règlement et contrats sont à mettre à jour
- Information sur la nouvelle ordonnance sur les taxes
- Instruction sur les différences review OFAC et EASA / ARC
- Information sur les programmes d'entretien, politique OFAC
- Prochaine info en août 08

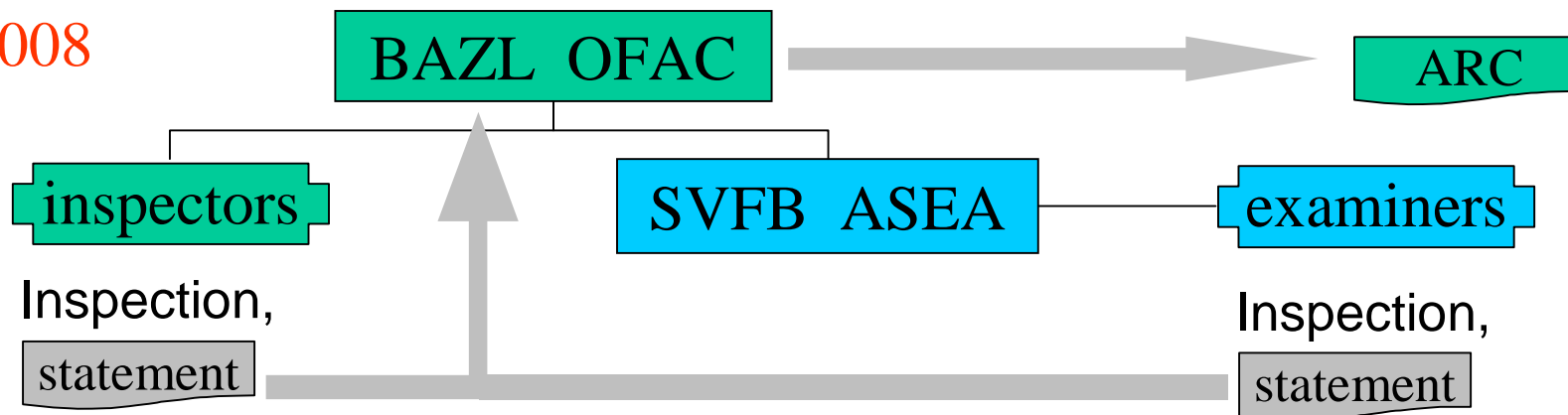


## Review organisation

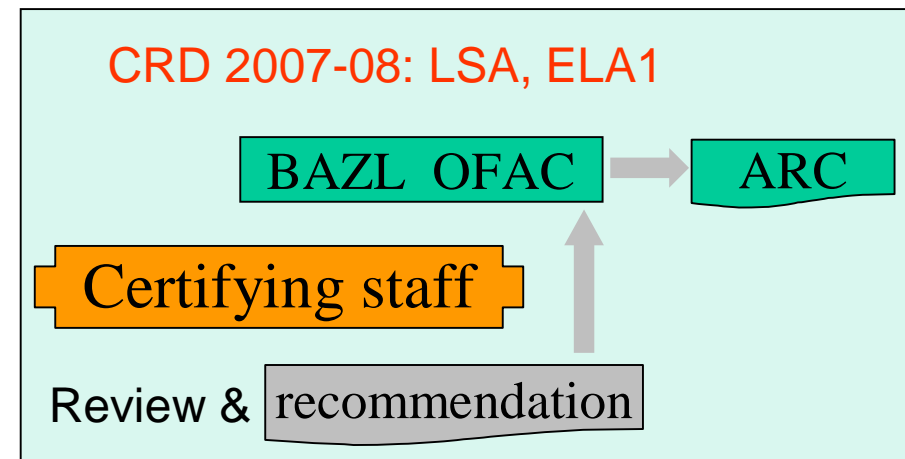
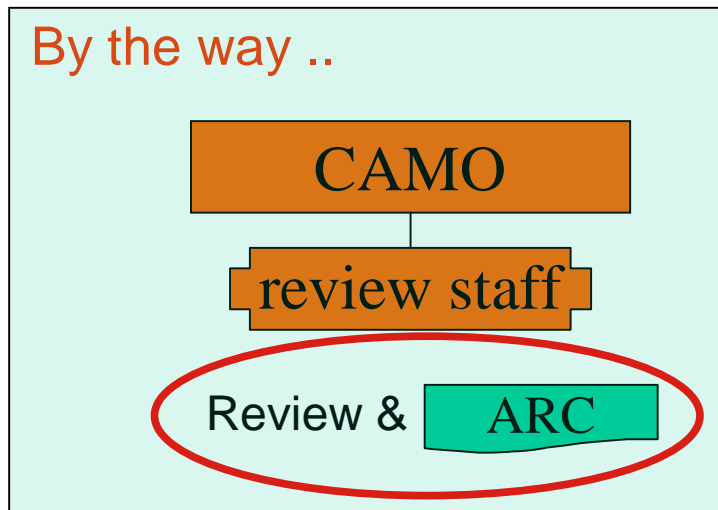
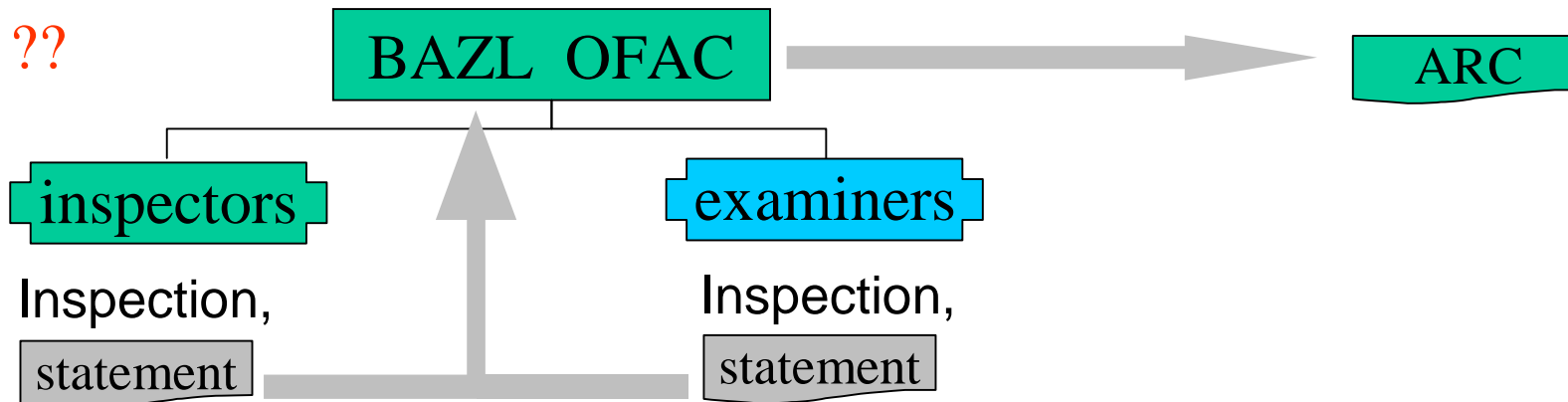
- 2007



2008



# Future review organisation?



## CRD 2007-08 changes (~related to review)

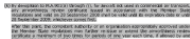
new categories of aircraft for alleviations:



**LSA:**  $\leq 600$  kg, V<sub>So</sub> 45 Kt, 2 Pers, no turbine / pressurisation

**ELA1**  $< 1000$  kg, non complex (limited balloons, airships)

**ELA2**  $< 2000$  kg, ..

- **certifying staff** may issue ARC recommendation for LSA and ELA1
- combined exposition for a subpart F + G organisation
- possibility to issue/extend ARC following national rules (non commercial)  $> 28.9.09$  (+) 
- 'relaxed' requirements for airworthiness review staff
- owner may request review by authority (competent authority)
- controlled environment: review every 3 years



# Fachausweis nach BBG (1)

- Arbeiten am Luftfahrzeug = Lizenz nach Luftfahrtgesetz
- Nationale Mechaniker Ausbildung anerkannt: Fachausweis Luftfahrzeugmechaniker
- JAR/EASA: europäische Lizenzen modular aufgebaut, keine Abschlussprüfung
- Nationale Anerkennung erwünscht weil: Erleichterung für Weiterbildung, Umsteiger, Schutz bei Arbeitslosigkeit, sozialer Status
- Travailler sur aéronef = licence selon L.Aviation
- formation nationale de mécanicien reconnue: Brevet de mécanicien sur aéronefs
- JAR/EASA: licences européennes modulaires, pas d'examen final
- reconnaissance nationale désirable pour raisons de: formation continue, changement de profession, protection chômage, status social



## Profession selon LFFT (2)

- SVFB ist OdA
- neue Prüfungsordnung, Prüfung über praktische Ausbildung
- Veröffentlicht Anfang März, Genehmigung April, Wahl der QSKommission
- erste Prüfungen nach Sommerferien.
- Neuer Titel ??
- Aufwertung Avioniker
- ASEA est Odmt
- nouveau règlement, examen sur la formation pratique
- publié début mars, approbation en avril, élection de la commission
- premiers examens après les vacances d'été.
- nouveau titre??
- plusvalue Avionicien



# CRD 2007-08

- **Safety:** ".. there is no evidence pointing to the existence of a safety concern with the current national systems .."
- **Common market:** ".. also objectives related to the common market and the free movement of goods and persons."
- **Complexity of Part M:** ".. legal requirements may be explained in a more understandable way .. by associations .."
- "Many of the requirements contained in Part-M are of general nature, and **can be adapted** by each applicant to the size and type of organisation and operation. This is the purpose of describing the procedures in the corresponding expositions"



## (EC) No 216/2008 repealing 1592/2002

- to provide a **level playing** field for all actors in the internal aviation market Art.2.2(f); by .. the recognition, **without additional** requirements, of certificates, licences, .. Art.2.3(b)
- regulates also **OPS and licensing**
- regulates third country operators aircraft operating in EU
- definition of "commercial operation" Art.3(i)
- definition of "complex motor powered aircraft" Art.3(j)
- commercial operation of Annex II historic, former military and replica aircraft shall meet the standards Art.4.5
- Commission may initiate verification of compliance of certificates Art.11.2
- flexibility provisions Art.14.4
- protection of source, "unpremediated and unintentional" except gross negligence Art.16




ARC wording, different interpretations??: 

engl: "considered to be airworthy at the time of the review"

de: "zum Zeitpunkt der Prüfung für lufttüchtig befunden"

Bedeutung: considered to be = gilt als

M.A. 901 (k) 

(k) By derogation to M.A.901(a) through (j), for aircraft not used in commercial air transport, any airworthiness review certificate issued in accordance with the Member State regulations and valid on 28 September 2008 shall be valid until its expiration date or until 28 September 2009, whichever comes first.

After this point, the competent authority or an organisation appropriately approved under the Member State regulations may further re-issue or extend the airworthiness review certificate a maximum of two times for periods of one year each time, if allowed by and following the procedures of the Member State regulation.



## European Aviation Safety Agency

# Transitional measures

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- **As a consequence, the Agency has strongly encouraged the Competent Authorities not to introduce provisions in their national regulations that force the organisations to comply with current Part-M requirements that are very likely to be amended.**
- **This is further supported by the fact that both CRD 07/2005 and NPA 2007-08 envisage the removal of the “12 month in a controlled environment” requirement before a CAMO can issue an ARC (after a full airworthiness review).**





## European Aviation Safety Agency

# What is a "competent authority"

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### ➤ New AMC M.1:

**A competent authority may be a ministry, an aviation national authority or any aviation body designated by the Member State.**

**A Member State may designate more than one competent authority to cover different areas of responsibility (no overlap of responsibilities).**



# Generalversammlung des SVFB Assemblée Générale de l'ASEA

Danke  
Merci

