

SAMA/SVFB NEWS No. 11-5, October 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) First a **QUESTION to the BIG organisations concerning composite inspections**. In reference to AMC 20-29 one of our members asked to forward this question to all big maintenance organisations:
 - Are you aware of AMC 20-29 which applies to: applicants for a type-certificate, restricted type-certificate or supplemental type-certificate; certificate/approval holders; parts manufacturers; material suppliers; **and maintenance and repair organisation**
 - Link: <http://www.easa.eu.int/agency-measures/docs/agency-decisions/2010/2010-003-R/Annex%20I%20-%20AMC%2020-29.pdf>
 - Are you doing **an awareness training for your engineers** concerning composite inspections according this AMC, which is mainly for production, but deals with inspections as well?
 - What are your plans in this regard for the next 24 months?
 - Are you interested in exchange of information among the big six companies in this respect?

Please send me a short e mail with the answers and I will then collect and publish it back to all of you. Thank you. (franz.meier@svfb.ch)
- 2) **HUMAN FACTORS & SMS Seminar**. This free seminar is for sure interesting for the big six, but may be interesting as well for our SME's, even so I am aware that SMS has been pushed over the fence by FOCA for SME's. As food for thought it may be interesting to hear a world expert provide ideas. Here is the link: http://www.svfb.ch/media/111018/sms_invitation_1110_v1.pdf
- 3) **Submission aircraft list Part 66 of SAMA to EASA**: Our numerous submissions have a positive effect on General Aviation and Business Aviation. Especially concerning aircraft list according Part 66 it will introduce some substantial simplifications for GA and therefore for our member organisations.
- 4) **PART M submission to EASA**: finally, issue Nr. 17 published on our homepage under **EASA REVIEW OF PART M** (<http://www.svfb.ch/85.html>) has now provoked EASA to invite **SAMA** to present **our members view in public** on the EASA Workshop on PART M on **October 27th in Cologne**. SAMA has accepted this invitation and we are looking forward to tell EASA our views and forward a clear message about the emperor's new cloth. **Other organisations invited for presentations are: IAOPA, EAS, European Glider Manufacturers, Groupement des Industriels et Professionnels de l'Aviation Générale, and SAMA.**
- 5) **S-Licence**: The TM is expected before Christmas 2011.
- 6) **Composite courses for staff wishing to expand its know how and or get the S-Licence on composites**

Candidates who are interested in achieving the S- License should send a short email to training@svfb.ch. As soon as we have the minimum number of participants and the TM is published by FOCA a course is organised. Remark: We recommend to finish the modules 6, 7 and 10 before you start the composite course(s).
- 7) **Financial support for basic training (KBF see below)**

The 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 SAMA in a transparent manner.** The final form how this data must be provided is not yet published by the FOCA; however we recommend that you prepare and keep now a complete (electronic) file which contains the data below. This in order for SAMA to recover for its members some of the money you spent to train your staff before all other interested parties (**and there are many of them**) get it. As soon as the process is finalised SAMA will inform about the detailed proceedings.

1. Name
2. Surname
3. Date of birth
4. Place of citizenship
5. Place of residence
6. If not Swiss, details for eligibility will be evaluated
7. Kind of training (detailed description with ref to PART 66)
8. Start
9. End
10. Copy of the final certificate
11. Copy of the bill
12. 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: Companies which organised their staff training through SAMA/ASEA/SVFB do not need to forward this data, SAMA will do it as a member service, as we have the data.

8) INFO DAY FOR MEMBERS AND INTERESTED PARTIES

This day will be a very interesting **update on news from EASA**. It will be given directly by a high ranking EASA representative. As highlighted above, SAMA's sustained calling for simplification has an effect and the Type Rating issue, a big financial burden for many of our SME members is in redesign by EASA and Part 66 is now finally updated by the **B3 licence**.

These changes alone would be substance enough for a training day, but there are more issues and they will be covered in this information day. There will be a question and answer session and you should make use of it. The day should count as a training day towards the requirement for mandatory refresher training.

We plan **Thursday 19th January 2012** at a location central to be reached from all places in Switzerland.

Please note this day in your agenda and let us know about any other subject to be addressed should there be time left.

9) NPA/CRD until 30.10.2011, here is the link to all NPA's:

<http://easa.europa.eu/rulemaking/notices-of-proposed-amendment-NPA.php>

SAMA's involvement in these NPA's is listed here, if you wish explicit involvement in one of the ones not foreseen for SAMA feedback, let us know, we will then discuss it.

We distinguish from now on three categories:

No comment:	<i>LIKE THIS</i>
Comment by SAMA strongly needed:	LIKE THIS
Review by certain members recommend:	LIKE THIS

- *CRD-NPA 2011-17 volcanic ash*: SAMA will not comment, this is such a central issue that it can only be regulated by EASA, or at least they should do it.
- *NPA-2011-16 qualification for flying in IMC*: operational issue, GASCO members, especially AeCS should comment. SAMA will not comment.
- **NPA 2011-15 non binding TBO limits**

(Link) <http://easa.europa.eu/rulemaking/notices-of-proposed-amendment-NPA.php>

- 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 cost 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 16th November 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)**
- **NPA 2011-14 Halon**, as this affects Certification Specification SAMA will not comment, aircraft manufacturers as well as big six may comment. (Problem, what is an effective replacement for HALON?)
- **NPA 2011-13 Large Airplane protection against running out of fuel**
 - Certification of large aircraft is well controlled by manufacturers. SAMA will not comment.
- **NPA 2011-11 (CS) Certification Specification of MMEL**
 - Certification of large aircraft is well controlled by manufacturers. SAMA will not comment.
- **NPA 2011-11 CS Master Minimum Equipment list.** Well introduced principle in public air transport. We have commented on this not to impose airline regulation on non Public Air transport. Comment period closed.
- *CRD 2010-11 PAX emergency exits: is a CS issue for large aircraft- no comment*

This concludes the list of the NPA's/CRD's which are new and active and have a technical content. All active submissions of SAMA are on our homepage under EASA.

To know more about the distribution, please reply to this e mail with a short confirmation that you have got it and your comments if any. Please indicate others e mail address whom should be on the distribution list.

Sincerely,

Franz Meier
Swiss Aircraft Maintenance Association
Mobile: +41 79 334 61 70
Office: +41 44 586 79 31
SVFB Verbandssekretariat
% Lufthansa Technics Switzerland
POB 4002 Basel
franz.meier@svfb.ch
www.svfb.ch