

SAMA/SVFB NEWS No. 11-6, November 2011

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

On request from a member the NEWS are organized in three parts:

- News concerning all
- News concerning Small and Medium Enterprises (SME/PME/KMU)
- News concerning BIG enterprises
- NPA's & CRD, Regulation issues

I. NEWS for ALL

1. **S-Licence:** TM should be distributed before year end.
A request for a public consultation has been forwarded to FOCA (Vernehmlassung)
2. **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 will be organised. *Remark: We highly recommend to finish the modules 6, 7 and 10 before you start the composite course(s).*
3. **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 money as per ordinance should come to distribution. *However the ordinance is not finalized and there is a last hearing in Ittigen this coming 16th November. SAMA will defend members interest.*

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 me 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.

4. SAMA INFO DAY FOR MEMBERS AND INTERESTED PARTIES

Please note this date in your AGENDA:

Date: 25. January 2012,

Time: 09:30 until 15:30

Place: Olten, Hotel Arte

Subjects: Update on development in the EASA rulemaking, Mr Juan Anton, EASA

Goal:

- To keep you informed about what you **must know** of the rules introduced since the last update by EASA.
- To give an outlook what is to be expected
 - This day can be counted as a day of mandatory refresher training and you will get a certificate
 - For members it is free
 - Non members will have to pay a fee of SFr. 45.- (this includes light meal)
 - Invitation will follow in due time

As highlighted above, SAMA's sustained calling for simplification had an effect on

- Type Rating issue, a big financial burden for many of our SME members. It has been redesigned by EASA.
- Part 66 is now finally updated by the **B3 licence**.
- Update on other parts 145, 147, subparts M

These changes alone would be substance enough for a training day, but there are more issues throughout all parts and they will be covered in this information day.

There will be a question and answer session and you should make use of it.

Please note this day in your agenda and **let us know about any other subject you wish to address**, we will then forward the request to EASA.

5. Public hearing on fees on the Airport's of ZRH and GVA

SAMA has been invited to this public hearing and is taking part to defend its member's interest.

In short: the fees and dues for different services of the airport for its users shall be regulated in a new ordinance. As this affects all users, including maintenance organisations on those airports, SAMA defended member's interests on 9th November in Ittigen.

6. SAMA plans to visit as many members as possible in December and continues thereafter as necessary. You will be contacted for a meeting date.

Goal: to know what your expectations are. Time: about 45 minutes.

II. NEWS FOR SMALL AND MEDIUM ORGANISATIONS

7. EASA PART M Workgroup 27th October in Cologne

(Big organisations may have an interest in this subject depending on outcome)

Was it a success? Time will tell us. At least EASA was listening, which does not mean that they will change anything **unless** pressure is maintained and **ASEA/SAMA/SVFB** is indeed defending members interests in Cologne.

You can make yourself familiar with the **Part M** Seminar and all presentations under the link below and follow the menu:

- easa.europa.eu >
- **Events** >
- **Past events page** >
- **27/10/2011 R Part-M GA Workshop**
- then open the folder "**Presentations**"

Hereafter is the direct link:

http://easa.europa.eu/events/events.php?startdate=27-10-2011&page=Part-M_GA_Workshop

III. NEWS FOR BIG ORGANISATIONS

8. QUESTION to the BIG organisations concerning composite inspections still open:

In reference to AMC 20-29 a member 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 organisations.**
- Link: <http://www.easa.eu.int/agency-measures/docs/agency-decisions/2010/2010-003-R/Annex%20II%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 Email with the answers and I will then collect and publish it back to all of you. Thank you. (franz.meier@svfb.ch)

IV. NPA's & CRD's REGULATION ISSUES

NPA/CRD until 10.11.11, 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:	LIKE THIS
Comment by SAMA strongly needed:	LIKE THIS
Review by certain members recommend:	LIKE THIS

- *NPA-2011-18 Development of ACM and GM for implementation of Safety Key Performance indicators for Air traffic management performance*
- *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)** Comment due 16.12.2011

Comment period closed, to be removed at next NEWS:

- **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?) Comment period closed.
- **NPA 2011-13 Large Airplane protection against running out of fuel**
 - Certification of large aircraft is well controlled by manufacturers. SAMA will not comment. Comment period closed.
- **NPA 2011-11 (CS) Certification Specification of MMEL**
 - Certification of large aircraft is well controlled by manufacturers. SAMA will not comment. Comment period closed.
- **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. Closed Comment period closed.*

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/NEWS.

To know more about the distribution, please reply to this email 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.

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