SGI AVIATION

Watch

Issue 4 | June 2011

We are proud to present you the fourth edition of the Watch newsletter.

Anti-icing/De-icing training course (classroom & OJT)

SGI Aviation is offering in close cooperation with AviationAudits.nl training 'De-icing/anti-icing of aircraft on ground'. This is offered by means of scheduled training courses in Amsterdam and by means of e-learning (http://elearning.sgiaviation.com). In addition to this recently a training has taken place on behalf of a major airline in South East Asia. The training consisted of 2 days of classroom training:

1. *Basic course on aircraft de-/anti-icing process for airline auditors & management staff;*
2. *Specific course for airline auditing staff, engaged in the supervision of ground handling companies providing de-icing/anti-icing services to the airline;*

Then the training course continued with one day of On-the-Job Training (OJT) at one of the ground handling companies in Europe, delivering de-icing/anti-icing treatments for the airline:

3. *OJT – aircraft de-icing/anti-icing process The final element was an evaluation and audit of this ground handling company.*
4. *Audit – aircraft de-icing/anti-icing process*

The airline was very pleased with this setup. Two major groups of their staff were trained, general management and auditing staff engaged in supervision of ground handling service companies.

EU / US airworthiness bilateral

Recently, the USA and the European Community signed the long awaited bilateral on cooperation in the regulation of civil aviation safety, which will take effect on 1 May 2011.

It is the first bilateral concluded between the US and EU as a whole (as opposed to its member states) on the subject of airworthiness approvals. It will replace existing bilaterals concluded between US and the individual EU states. On the US side, the FAA is the active partner. On the European side it is either EASA or, subject to the approval area at hand, the National Aviation Authorities of the EU member states.

Scope and underlying principle

The scope is limited to airworthiness approvals, thus excluding operational and personnel approvals. It includes design approvals, new product approvals and certificates for used aircraft. Products include complete aircraft, engines, propellers, parts and appliances. It also includes approvals for maintenance organisations or, as they are known in the USA, repair stations.
The underlying principle is that approvals issued by one party are now acceptable to the other party without further action. This is called reciprocal acceptance of findings of compliance. However, as standards and technical regulations itself are not fully harmonized, the EU and US have agreed to differentiate between approvals which are accepted completely on a reciprocal basis ('blind acceptance') and approvals where additional standards apply and thus need to be confirmed by the importing party.

Blind acceptance

For the following areas, the standards and the regulatory systems are considered sufficiently comparable to allow blind acceptance:

- Production approvals (i.e. the privilege to produce aircraft, engines, propellers, parts and appliances and to issue certificates of conformance such as a Form 1) ;
- Airworthiness export certificates for new products;
- Export airworthiness certificate for used aircraft; and
- Design approvals, but only for parts, repairs and certain minor changes.;

Conditional acceptance

For other areas the differences in airworthiness standards between the US and the EU are so significant that reciprocal acceptance is made subject to conditions, as follows:

- For design approvals a process needs to be followed where the second party (i.e. either EASA or FAA) can confirm that its additional standards are met. This is done either by means of a concurrent certification process, or, when a certificate is already issued, a process of validation. In a concurrent certification process, parties team up with each other and ensure that their additional standards are covered. In a validation process, the importing jurisdiction uses findings of compliance already made by the primary authority. The bilateral now says that such findings should be used to the maximum extent to avoid the duplication of certification efforts. Either method applies to:
  - aircraft, aircraft engines, propellers and appliances;
  - supplemental type certificates;
  - certain major changes to type design; and
  - acoustical and emission changes.

- For maintenance organizations (called repair stations in the USA), there are significant differences in standards between the US and Europe. However, there are also many similarities. The approach that the bilateral sets forth is that a maintenance organization can have its 'home' approval extended to the other jurisdiction by meeting 'Special Conditions'. Those special conditions bridge the differences between the US and the EU sets of regulations. This approach is similar to that already employed earlier under the Maintenance Implementation Procedures for European acceptance of US approved repair stations and vice versa.

Transition rules

This bilateral intends to replace old bilaterals that were concluded between the US and individual EU member states. It includes a section to the effect that parties take necessary measures to amend or terminate those. Approvals under those bilaterals will remain valid for products manufactured and certified prior to 1 May 2011, the date of entry of this bilateral. Maintenance organization approvals »

under the MIP system (Maintenance Implementation Procedures) will remain valid until ultimately 1 May 2013.

Applicability of the bilateral

Being reciprocal, the acceptance is in two directions: from the USA to Europe and vice versa. In the direction USA to Europe (export from USA) all 27 EU member states will accept FAA approvals. In the direction Europe to USA (import into USA), it is limited to 18 European states (with variations in scope) for initial airworthiness. For maintenance organizations it is limited to 17 states, including some states that are different than the 18 for initial. The lists are assumed to be based on the results of the internal EU standardization process.
On our website a table is included listing the situation for export to the USA for all 27 EU member states. This includes the situation according to the former bilateral and the situation as per 1 May 2011. For new products, the range of aircraft categories that fall under this bilateral varies from country to country and are therefore specified. They reflect the current aircraft manufacturing capabilities of those countries. Large airplanes are only accepted when produced in France, Germany, Italy, Poland or Spain. •

Please find the following link: http://www.sgiaviation.com/Web/SGI/2010/Site.nsf/ID/regulations-factsheets

SAFA - CIS built aircraft

SGI offers a unique course focusing on CIS built aircraft. This course is particularly useful for ramp inspectors of states visited by aircraft of USSR or Ukrainian design.

Such aircraft are built and operated according to philosophies that differ from those used in the western world. Not knowing these may cause SAFA inspectors to overlook certain items of significance, or alternatively, raise findings that are improper.

The course has five major sections, as follows:

- Legal aspects: A review of the organisation of safety oversight in the former USSR as well as the current situation in the Russian Federation, Ukraine and all CIS countries.
- A review of the Design Bureaus and their products.
- Main philosophical differences between Western and CIS-built aircraft, such as:
  - The split between design bureaus and production organizations in the CIS countries, as opposed to the Western tradition of the same organization responsible for both deign and production;
  - The certification of both initial airworthiness items (ICAO Annex 8) and operational equipment items (ICAO Annex 6) by the same organization in CIS countries, as opposed to the split of responsibilities between the Type Certificate holder and the Operator in the West;
- A detailed review of those SAFA inspection items which have significant differences, which applies to about 1/3rd of the 54 items.
- On-site practical training on one or more CIS built aircraft, in which the differences are actually demonstrated.

The course typically lasts three days and normally takes place at a location where CIS aircraft stage through. This may be at your location or elsewhere.

The course can also be ordered on request as a one-day follow-up to an initial or recurrent SAFA training. The practical training element is then subject to aircraft availability. •

New course:

EASA's growing impact on lessors

Getting lost in the EASA maze? The aviation safety regulations made by the European Commission and the European Aviation Safety Agency (EASA) are increasingly affecting the owners of aircraft including lessors.

Initially, it was primarily the Part M regulation that directly addresses owners of leased aircraft, but with the expanding scope of EASA, more regulations emerge that are of interest to the leasing community at large. SGI therefore added to its suite of aviation safety courses, a course that explains the whole gamma of existing and near future EASA regulations to lessors. In addition to making lucid the complex structure of the regulations and highlighting those that are of particular relevance to lessors, it focuses on issues where lessors have been confronted with varying regulations, or their interpretation, by European and non-European regulators.
This course presents an overview of the existing and future EASA regulations. It explains both initial airworthiness and continuing airworthiness concepts and regulations, as laid down in Part 21, CS-25, Part M and Part 145. It continues to elucidate EASA's 'total system approach' by reviewing the many new Parts that will come into effect on 8 April 2012, such as Part-OR (Organization Requirements), Part-CAT (Commercial Air Transport), Part-SPA (Special Approvals) and Part-TCO (Third country Operators).
After the course, participants will be able to answer such questions as:

- What technical records must be kept and for how long?
- Can an aircraft be registered without receiving a Certificate of Airworthiness?
- Is a video surveillance system mandatory?
- Is a permit-to-fly required for an aircraft that is not on an AOC?
- When and where becomes data link mandatory?
- What are the benefits of the 2011 EU/US bilateral?
- What national import regulations remain in force in Europe in spite of EASA?

The course last two days, with starting and finishing times that allow same day traveling, e.g. start at 10:00 on first day and finish at 15:00 on second day. •

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SAFA Inspector Handbook

SGI proudly presents a new document, the SAFA Inspector Handbook. Based upon the EASA Guidance Material (GM; SAFA Ramp Inspections) this document is a 'must have' for each qualified SAFA Inspector.

For a SAFA Inspector this handbook is to be used during the inspections and offers a lightweight, easy to use format, and provides a comprehensive overview of the SAFA procedures and standards.

This product, which will be updated after each EASA GM revision, can be purchased at a price of € 39,95. The Handbooks can be adapted to your specific organizational needs (e.g. logo, national procedures) and is also distributed to participants of our SAFA training courses. For enquiries please contact Ms. Fanny Timmerman at ftimmerman@sgiaviation.com.

SAFA Recurrent training course LBA

Mid February a SAFA recurrent training course was delivered to a group of LBA staff engaged on a daily basis in the performance of SAFA Ramp Checks.

Upon request of the LBA the training course was tailored to specific needs of the LBA SAFA section. It included topics like: Appropriate use of PDF (Pre-described Findings), level of detailed descriptions indicated into the reports, "Finding within limits" procedures and supervision of class 3 actions. Based upon the feedback received the majority of the participants rated the training course as very positive.

SAFA OPS training course for Ramp Check Inspectors 15-17 november

We take this opportunity to present our upcoming SAFA OPS training course for Ramp Check Inspectors, that will take place on 15-17 november in Amsterdam, the Netherlands.

This 2.5 days training course offers the inspector a comprehensive insight into the flight preparation activities as pilots typically carry out during the aircraft turnaround. The combination of two days teaching and workshops in a classroom environment, combined with an exercise in a flight simulator (incl. flight crew) on the third day, provides an excellent opportunity to gain a deeper understanding and apply the knowledge in an operational environment.

Through attending this training course National Aviation Authority (NAA) Inspectors get a complete insight into those operational aspects of flight preparation that can be overseen in the time that an aircraft is on the ground during a stopover between flights, i.e. when the flight crew is present.
After attending this training course the inspectors are able to inspect those items of SAFA Ramp Inspection checklist that are related to Flight Operations, with sound expertise and knowledge.
The main topics that are covered include: Operational Flight Plan, weather, performance, navigation, operationally required instruments, etc.

Besides our scheduled training courses, we are also able to organize this training course as a dedicated session to your organization in your state. For a complete course description please find the following link: http://www.sgiaviation.com/site/ID/course_safa_ops

New app for FOS audit

By means of an unique web application, called eFOS audit® SGI Advisory has significantly enhanced their European SAFA and ICAO Foreign Operators Surveillance (FOS) portfolio of services.

The eFOS audit® application offers Aviation Authorities a state-of the-art capability for storing, retrieving, disseminating and analyzing inspection carried out on foreign aircraft, so called Ramp Checks. It includes lists of pre-described findings, a workflow function, ability to close open/outstanding findings ('close-the-loop system') and an integrated analysis module. The eFOS audit provides unique capability increasing the inspection efficiencies and support management in their decision making. The application is web based and is available as an option on tablets like iPad. The eFOS audit is available for individual NAA's or for Regional Cooperation Groupings of NAA's (e.g. ICAO COSCAP). A short demo is available on Youtube at: http://youtu.be/QBSa80_KDyQ . For further information or a demo, please contact us.

NPA TCO

On 1 April 2011 EASA finally published the Notice of Proposed Rulemaking (NPA) for Third Country Operators. From 2013 onwards operators based outside the European Union (EU) may no longer operate into the EU unless they are in the possession of an authorisation issued by EASA. This is similar to the concept of Operations Specifications as issued by the U.S. FAA and foreign air operator certificates by a number of other countries in the world.

The NPA outlines the proposed set of regulations for such authorizations, and invites comments by ultimately 1 July 2011. SGI can assist you in reviewing this NPA and, where appropriate, suggest comments that would fit your specific operations. In a further stage, when this proposal has become law, SGI can assist operators in the application and evaluation process for the authorization. The NPA can be consulted at: http://easa.europa.eu/rulemaking/docs/npa/NPA%202011-05.pdf

Please find the following link for an overview of all our, including the new, scheduled training courses for 2011: www.sgiaviation.com/site/ID/training-schedule-2011

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