

ERA MAINTENANCE GROUP – REPORT FOR 2016

Objectives of the Maintenance Group

The ERA maintenance virtual group remains the primary contact between member experts and the directorate in respect to producing policy and positions for the directorate to defend member's interests regarding maintenance issues. The objectives of the maintenance group are to assist members of ERA to maintain and improve the operational and cost efficiency of aircraft maintenance and component overhaul. The group works by correspondence and telephone conferencing rather than physical meetings, and is coordinated by a Chair and two vice-Chairs

Such telephone conference meetings should take place approximately every 2-3 months, depending on the current topics of interest. In addition, when deemed necessary by members, the maintenance group will hold a physical meeting on topics of specific interest or combined with operations experts on subjects of mutual interest.

Meetings and work of the group

Due to circumstances beyond the control of the Directorate, there were no conference call meetings held of the Maintenance Group during 2016. It was with regret that the new Chair, who took over during the previous year, had to step down from the role in January due to work commitments in his respective organisation. It was decided that the search for a replacement in the role would be postponed until plans for the future of the group during 2016 were outlined. However, this was unfortunately followed in May by one of the Co Vice-Chairs relinquishing his position, again due to commitments outside of the group. Despite a request for a volunteer from ERA Members, this post still remains vacant. On a positive note the other Co Vice-Chair has remained in the role.

The Directorate held a meeting with the remaining Co Vice-Chair at the General Assembly in Madrid, and it was agreed to formulate a plan that will hopefully re-energise interest in the group.

Deliverables of the Maintenance Group for 2016

- Dissemination of EASA Safety Information Bulletins (SIBs) relating to Maintenance:
 - SIB 2016-16: AMSAFE Flight Crew Restraint Seatbelt Buckles
- Dissemination of EASA Notice of Proposed Amendments (NPAs) relating to Maintenance:
 - NPA 2016-08: Import of Aircraft from other regulatory systems, and Part-21 Subpart H review
 - NPA 2016-15: Instructions for Continued Airworthiness: Certification Maintenance Requirements
- Dissemination of EASA Airworthiness Directives (ADs) and Proposed Airworthiness.



- The Directorate and/or ERA Member Maintenance Group representatives attended the following EASA events in Cologne during 2016:
 - Maintenance and Production Workshop – 9 September,
 - Import of Aircraft Workshop – 28 September,
 - Maintenance and Production Conference – 29 November.

OEM Out of Production Type Certificate Holders Group

Acting as a sort of sub-group from the Maintenance Group, the OEM Out of Production TC Holders Group was created as a result of an initiative that the Directorate pursued following discussion with several OEM's in ERA membership concerning 'out of production' aircraft. The aim of the group is to encourage communication and the sharing of knowledge and expertise between OEM's regarding type certificated aircraft that although are classed as out of production, are still operated by ERA member airlines.

Meetings and work of the group

The group held a meeting at the ERA General Assembly in Madrid on 12 October 2016, comprising of representatives from 328 Jet, BAE Systems Regional Aircraft, SAAB and Fokker. Prior to the meeting each organisation was requested to provide specific examples of common interest that they wanted to discuss, and the following items were tabled for the agenda:

- Vendor Support
 - There are examples where larger OEM's appear less interested in to OOP types and responses become slower. Also some OEM's are selling their spares support to Tier 2 suppliers and stockists who do not have Type Certification capability.
- Obsolescence
 - What approaches are the different companies taking when dealing with this?
- OSD and REACH requirements
 - REACH (Registration, Evaluation, Restriction and Authorisation of Chemicals) is considered 'mission critical' for the aerospace industry. The complexities of the manufacturing supply chain and the stringent airworthiness regulations which industry must adhere to, means that failure to achieve authorisation or develop suitable and qualified alternative chemicals could cause both economic and safety implications.
- Co-operation between the OEM's
 - Explore the possibility for commercial opportunities to utilise specialist skills which may be in short supply/demand within the industry.
- Inertial Reference Unit (IRU) and Engine Hydraulic Pumps (EHP) issues
 - This specific subject was raised by BAE Systems and directed towards Fokker as the IRU and EHP on the Avro RJ are similar to those fitted on the F100 aircraft. The two OEM's agreed to share data on how these units are performing etc.

Moving forward, it was agreed that the representatives from the respective OEM's would continue to liaise/collaborate with one-another after the meeting regarding the aforementioned issues. A follow-up meeting of the group, possibly at the ERA Office in the UK, will be discussed during 2017.

