

ECOGAS Board Meeting

26th Nov 2021

Virtual on Teams

Attendees

Francoise Horiot

Anais Bensai

Kurt Dahlmann

Marcel Gisel

Balz Albertin

Dan Banja Vice Chair

Marc Bailey Chair

Apologies

Alex Segens EIMG

Agenda

1. Introduction of EIMG guest
2. Update on SAB and other EASA meetings
3. Discussion how we can work with EASA using ECOGAS and EIMG
4. Expanding MRO members from national associations
5. Use of the sector group without the EASA imperative. IAOPA, EBAA, ECOGAS + GAMA
6. Website development
7. Current key consultations
8. Significant industry issues for 2022
9. AOB

The meeting agenda had to be adjusted as our guest from EIMG was caught in a traffic jam and could not get to a suitable platform to join us. Initially we switched to agenda item 5 in the hope that Alex might join us later in the meeting.

5 We discussed what was the sector group created through a previous EASA requirement. For clarity EASA had declared that IAOPA, EBAA and BBGA formed one of twelve sector groups. We established the group, set regular meetings, and elected a chair. Our colleagues in the EIMG were declared as the MRO focal and were the only association in their sector, making them one of the twelve.

The EASA structure no longer has need of the twelve sector groups and our discussion was in the value of continuing together with one voice for the sake of industry. We agreed unanimously that we should continue to work together where possible. Being honest there have been some differences between the associations that we need to work on. To strengthen our industry position **Marc will approach GAMA** to see if their relationship with EBAA could help improve these differences. If possible, we will endeavour to get GAMA to participate in some of our joint sessions. Given our new relationship with EIMG this should help strengthen the industry voice.

Marcel identified that he works closely with Paolo Sommariva who is the EBAA AMAC chair on technical issues. We have asked **Marcel to see if he can find out informally what technical priorities EBAA have through their Engineering/Airworthiness AMAC groups.**

Routine ECOGAS issues

Anais joined us fifteen minutes into the meeting which was pre notified. We chose to clear up several technical matters with the establishment of ECOGAS the association. Anais confirmed that the bank account has been established with just a few minor details to complete.

- We agreed that three people may view the accounts Francoise, Anais, and Marc.
- Two people will be given authority to complete transactions Francoise and Anais.
- We agreed not to have a debit card for the account.
- Anais and Lindsey will work together to transfer the remaining monies from ECOGAS Ltd to ECOGAS association.
- We will ask Lindsey to provide a spread sheet showing invoices and payments made by ECOGAS members for the last two years.
- We established that currently there is an email for ECOGAS info@ECOGAS.aero . Lindsey will work with Sandra and Anais to ensure that this is passed over and we must ensure that this email will be reviewed once established by a member/members of the ECOGAS team once operational.

2 When it was clear that Alex would not join us, we discuss SAB and EASA meetings. Francoise provided a briefing in advance of the meeting and then confirmed that the nature of the meeting was very much a communications meeting where industry is talked to, but not encouraged to have two-way dialogue. It was evident that none of what we might consider as significant issues for our sector were discussed. The suggestion was that we should encourage EASA to ensure that COMS meetings are held in advance of the SAB and then key issues briefed to the SAB attendees with the intention of generating actions agreed with EASA to be addressed.

We also discussed what we thought the new EASA structural changes with Advisory bodies might mean. We were not clear exactly what might happen to groups like E&M and D&M going forward.

The short answer is that we do not know, and we will try to find out from our representatives Dan, Kurt, and Marcel in the coming weeks.

6 We confirmed to the group that the work on ECOGAS website was delayed because our IT person at the BBGA has been off work with shingles. The work has restarted, and it is our intention to get this completed before the end of 2021.

7 We discussed current consultations and in practice the more significant issue is how each NAA is choosing to implement the changes associated with SMS in Part 145.

We also discussed the differences seen in implementation between member states regarding the acceptance of parts by owners to be fitted to their aircraft without a Form 1. We agreed that this is a valid option, but great care should be taken in terms of the audit trail and how that action is recorded on the aircraft paperwork to ensure that the decision is clear and controlled.

8 After a good discussion we agreed to have two key priorities for 2022.

- We have for many years been trying to push that type ratings for B2 Part 66 licensed engineers has very limited value in many areas of the GA community. Very often a B2 engineer can be faced with the same aircraft side by side yet the avionics suite installed is very different. Having completed a type rating on the basic aircraft will not make that engineer safe to complete work on that aircraft. We must with some urgency move to systems approvals for B2 engineers. The consistency on basic systems can be afforded by the B1 engineer on the aircraft type should any maintenance tasks require type specific support. In simple terms assistance with engine runs, electric generation, hydraulics etc. EASA and our NAA's need to understand that to continue with the current approach is placing unnecessary pressure on diminishing maintenance resources and increasing risk in aviation.
- The second area of concern is the increased focus on Part 66 personal licences to complete certification in certain areas of GA. Previously much of the work would have been completed by an approved organisation with Part 66 engineers and the safety support that the system provides. With the organisational changes introduced by EASA many organisations have chosen not to apply for the new approval because the effort does not justify the reward as a business. Thereby, we are faced with two negative forces at play. Firstly, the community of licensed engineers working independently are older and the demographics mean that we have a diminishing resource. Secondly, there is little real oversight of the independent licensed engineers and problems are only likely to be picked up at an annual review with a continued airworthiness organisation, if at all. We are seeking to challenge the direction of travel with particular focus on the increased risk and potential lowering of safety margins.

9 Under AOB we discussed our presence at Friedrichshafen 2022. We agreed that it would be good for ECOGAS and perhaps EIMG to have a presence at the event. The event takes place from the 27th to 30th of April. We will look to work with one of our association partners and share some part of their stand at the event. Francoise will discuss this with GIPAG and we will look at ECOGAS contributing something to the costs within the scope of our available funds.

3 & 4 These items which included EIMG were not discussed.

Finally, our next normal meeting will be virtual, and a date proposed for late Jan 2022.

We have our AGM on the 15th of December 2021, see outlook link below.



ECOGAS AGM.msg