



AIRCRAFT MECHANICS FRATERNAL ASSOCIATION

National Office: 14001 E. Iliff Avenue, Suite 217 • Aurora, CO 80014
Tel: 303.752.AMFA (2632) • Fax: 303.362.7736) • Web: www.amfanat.org

To: AMFA NEC and AMFA Membership
From: O.V. Delle-Femine -National Director, Michael Ayala - Safety and Standards Director,
Joseph Prisco - Local 9 President

Subject: AEI Annual Congress 2006 and Affiliation report

Note: General information about AEI objectives and aims are located at the end of this report.

Why did AMFA attend the Annual AEI Congress?

AMFA was invited to attend after we officially asked to affiliate. Affiliation with AEI was the result of a motion passed at the 2004 AMFA National Convention. Investigation into the mutual benefits of joining resulted in AMFA making a formal application to join as the first USA affiliate. This application was made with the understanding that it is conditioned on acceptance by referendum of the entire AMFA membership.

AEI Congress – What is it?

[Aircraft Engineers International \(AEI\)](#) conducts an annual congress (convention) of its affiliates. Each year this congress is held in a different country and is hosted by one or more of the affiliates in that country. This year's congress was hosted by [SSVMS in Belgrade Serbia](#). SSVMS represents the mechanics (called engineers in most countries) at JAT Technics, the MRO division of JAT Airways in Serbia. SSVMS stands for: Strukovni Sindikat Vazduhoplovnih Mehaničara Srbije (Trade Union of Aircraft Engineers of Serbia)

The annual Congress allows affiliates an opportunity to meet and exchange experiences. It also allows the Executive Board along with delegates of AEI to discuss, vote and approve policy positions of the organization, and to discuss and hear reports from the various working committees of AEI.

Much of AEI's work is accomplished between annual meetings as a daily matter of focus on the Licensed Aircraft Engineer (Mechanics). The annual Congress provides direct contact between members and promotes the growth of solid relationships with other affiliates facing common problems and issues around the world. The Congress features presentations by invited guest speakers and also permits interaction with the press and other media. The press and media interaction helps the AEI to inform the public about the important work and responsibilities of Licensed Engineers.

Tour of JAT Maintenance Facilities

Having arrived several days early, we took advantage of the opportunity to tour [the JAT Technics maintenance facilities](#).

The principle aircraft worked at JAT Technics presently are 737, 727, ATR and DC-9 Aircraft. The JAT base has full capabilities for narrow body and wide body aircraft from dock overhaul to engines and avionics, landing gear and component overhaul.

Lengthy discussions with the host union centered on [their 23 day strike last year](#) and the lessons it learned and documented. A CD ROM with data compiled and information archived, as well as hard copy of information was handed to us as a template for our use in the future.

On the day before the Congress, AMFA participated in a formal press conference announcing the Congress. Our remarks centered on the reasons why AMFA was attending the gathering—to apply for affiliation and to discuss other Aircraft Maintenance related matters consistent with AEI goals and aims.

The Congress Agenda

The Congress utilized a formal agenda. This report will only cover the highlights and other relevant information.

Day 1

The Congress opened with remarks from [Andreas Georgiades, President of AEI](#). After welcoming delegates and guests, [the President's remarks](#) centered on applying lessons learned by affiliates and the efforts by AEI and the affiliates to promote and protect our professions. His remarks also noted AMFA's application for affiliation—the first from the United States.

Fred Bruggeman, the Secretary General of AEI, discussed the agenda and the upcoming issues for the three days of the Congress.

Fred reviewed his Secretary General's report. He briefly talked about the Royal Air Morocco strike and then went on to talk about the finances of AEI.

Fred also talked about the importance of affiliate communication to the success of AEI. Items discussed included the proper use of email and information flow such as an affiliate's use of newsletters and Web sites. He also talked about a program called Skype that helps keep phone costs at a manageable level.

Fred then briefly discussed the [European Aviation Safety Agency \(EASA\)](#). AEI has had many meetings with EASA. Although there have been many times they have disagreed, Fred feels that EASA has a very strong respect for AEI.

Finally on day one, Public Relations (PR) was discussed. How is this going to be handled during an industrial dispute or strike? What is essential information? And what could affiliates do for cross border support?

PR issues discussed, centered on industrial disputes as well as how affiliates and the AEI Executive Board would coordinate other issues of great importance to the affiliates. A list of items was prepared and a working group formed that would take up issue of creating and developing strategy and ideas on how to deal with industrial action.

Other PR related items discussed were how to use information from AEI when talking to the media about safety issues and regulatory items. The subject of talking points sheets for use by AEI and the affiliates on topics to keep the AEI message clear and consistent going forward was also discussed.

Day 2

Guest Speaker [Francesco Banal, EASA Quality and Standardization director](#), spoke about implementation of EASA rules and programs in the [25 EU \(European Union\) countries](#), the [three EEA \(European Economic Area\) countries](#) and the harmonization efforts with the countries still operating under the [JAA \(Joint Aviation Authorities\)](#).

Mr. Banal made a very interesting and educational presentation to the Congress. He also informed the delegates that AEI and its affiliates are doing a good job representing Aircraft Engineers within EASA when discussing maintenance regulations. He felt a good relationship exists with representatives of AEI in their functions.

EASA has three directorates that reflect the EU function regarding regulations, rulemaking and monitoring. The European Commission has delegated these to the EASA Agency.

The presentation was followed by a wide and informative discussion with Mr. Banal and the AEI affiliates covering EASA Part 66 licenses, EASA Part 147 schools training and examination, the EASA relationship with the FAA, Human Factors training and the unsafe aircraft flying into Europe program called [SAFA \(Safety Assessment of Foreign Aircraft\)](#).

The second guest speaker was Dr. Peter Barrington of Kingston University in the United Kingdom. Dr Barrington introduced the delegates to the options available for degree paths ranging from foundational degrees (AA in the US) up to PHD in Aviation related disciplines. Kingston University partners with KLM engineering and the City of Bristol College to offer [EASA 147 approved](#) technical training leading to the different Engineer Licenses.

Basic info on [EASA Part 66](#) Licenses:

1. A category A aircraft maintenance license permits the holder to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the authorization. The certification privileges shall be restricted to work that the license holder has personally performed in a Part-145 organization.
2. A category B1 aircraft maintenance license shall permit the holder to issue certificates of release to service following maintenance, including aircraft structure, powerplant and mechanical and electrical systems. Replacement of avionic line replaceable units, requiring simple tests to prove their serviceability, shall also be included in the privileges. Category B1 shall automatically include the appropriate A subcategory.
3. A category B2 aircraft maintenance license shall permit the holder to issue certificates of release to service following maintenance on avionic and electrical systems.
4. A category C aircraft maintenance license shall permit the holder to issue certificates of release to service following base maintenance on aircraft. The privileges apply to the aircraft in its entirety in a Part-145 organization.

Dr Barrington also spoke briefly about the University's participation with the [Leonardo Da Vinci Program of the EU](#). The program, in brief, seeks to harmonize various vocational programs in Europe for standardization.

The next report was the AEI Technical Affairs Committee (ATAC) given by Pieter Doyer, the Committee Chairman. The report consisted of prioritizing the tasks on the EASA work plan list. These included License Renewal, Type Training Requirements and Instructions on how to use AEI's Confidential Reporting System.

A presentation by the Safety and Standards Consulting Committee (SSCC) was given by Robert Alway. It focused on the efforts by EASA to allow AEI onto four working groups. These are similar Aviation Rulemaking Advisory Committees of the FAA in the US.

One of the major concerns was that these committees had started to form some opinions based on an orchestrated push by the [AEA \(Association of European Airlines\)](#) similar in scope to the [ATA in the US](#). The AEA is pushing to limit the situations where Licensed Aircraft Maintenance Engineers (LAME) are required. After many conversations with EASA's Mr. Francesco Banal, and talks with various politicians, as well as a campaign of writing many articles in the Flight International Publication, AEI was successful in keeping the Certificate of Release and the LAME as essential.

In closing, Robert stated the need for increased vigilance in participating in the output and agendas of these working groups. Also discussed with delegates was the priority of educating the public and the political bodies regarding the importance of licensed maintenance personnel in maintaining a high degree of safety. The high degree of safety presently is a result of the past requirements to have licensed and approved maintainers involved in all aspects of maintenance.

Day 3

A report from the AEI Secretary of Austral-Asia was read to the delegates. It was noted that the year 2005-2006 has been dominated by Airlines in the Asia Pacific region that are considering outsourcing their heavy maintenance. Air New Zealand and QANTAS have both considered using foreign MRO's for their maintenance work.

However, due to Union pressure and initiatives by the Unions, this has been averted. The result still ended with less Licensed Engineers and a continuing threat to employment during heavy maintenance visits. In the increasing challenge for airline management to reduce costs, the option of outsourcing maintenance to "cheap maintenance providers" is a concern from both a safety and quality aspect in the region as it is elsewhere.

Guest speaker Mr. Vangelis Demosthenous, Managing Director of Kratis Training and Consulting Ltd, gave a detailed presentation about Human Factors and Safety Management Systems (SMS). He talked about normal operation monitoring in maintenance. One of the basic principals of the system is, not just to learn only from mistakes or failures, but to learn from the normal everyday operation, what works well and what does not. Mr. Demosthenous also spoke about Human Factors and the critical role it plays in maintenance, the JAA transition and the adoption by EASA of mandatory Human Factors training and follow-on training.

Safety Management Systems (SMS)

[The International Civil Aviation Organization \(ICAO\)](#) views SMS as a systematic approach to managing Safety. SMS Enhances an airlines' ability to operate safely, breaks down barriers between employer and employee, and it leads to shared values on acceptable levels of risk. This approach is different than a traditional safety program. Programs are a set of rules to be followed, while a system is the codified approach to managing all aspects of safety. It includes but is not limited to: Structure, Accountability, Policy and Procedures and reporting.

SMS is also viewed by the ICAO as providing an efficient, effective, and financially strong operation. Detailed information was turned over to the AMFA Safety and Standards director. Further reports and updates will be forthcoming as this approach is being talked about here in the USA.

After the SMS presentation, the Congress broke off into three different work shops that discussed the following items in draft form—developing strategy and ideas on how to deal with industrial actions, EASA working group items, and SMS discussion around an AEI policy proposal.

Mike Ayala participated in the SMS discussion, while Dell and Joseph Prisco participated in the developing strategy and ideas on how to deal with industrial actions group.

Final reports and updates from these workshops will be available at a future date as yet to be determined.

The Norwegian Engineers Union NFO (Norsk Flytekniker Organisasjon) gave a report detailing their concerns and observations of unskilled workers operating aircraft systems. This report generated several discussions by the delegates and prompted the agreement of continued reporting of these situations from around the world.

Dejan Golubovic from SSVMS and the AEI PR Chairman gave an excellent presentation on proposed strategy for media development and raising awareness during disputes, normal operations and making AEI more visible to the public and the various governmental bodies associated with aircraft maintenance. The template of ideas from this presentation was turned over to the delegates for further use and development.

Finally the Annual Congress adopted the idea “The year of the Licensed Aircraft Maintenance Engineer”, this will be an ongoing presentation and information exercise through the year 2007.

Our general observations of the AEI Congress mirror remarks made by Pieter Doyer, AEI Executive board member in an after Congress briefing. In his briefing, he explained that the main goal for all the AEI representatives is to improve, promote and when necessary to defend the interests of Licensed Aircraft Maintenance Engineers (LAME) and at the same time to maintain and increase the highest level of aviation safety. We cannot agree more.

At present, the AEI has reached a status where it is accepted by industry as well as major authorities in most of Europe and around the world. AEI is viewed as a valuable partner in the process of development of aviation regulations and maintaining a high level of aviation safety.

AMFA’s entry as an affiliate will aid in enhancing the already fine work being accomplished by AEI, as well as the immeasurable value of cross border communications between unions representing Licensed Aircraft Maintenance providers around the world.

Closing Thoughts

On day one of the Congress, All three AMFA representatives spoke to the delegates. The first speaker was National Director O.V. Dell-Femine. He was followed by Local 9 President Joseph Prisco, and then National Safety and Standards Director Michael Ayala. We all received a very warm welcome from the Congress.

A vote was taken by the delegates and AMFA received unanimous acceptance (conditional) into AEI. It is now up to the AMFA NEC and the membership to consider affiliation to this important international organization of aircraft technicians.

(This report was compiled using notes and input from the AMFA officers in attendance, other AEI delegates, guest speakers and AEI Executive board members.)

Respectfully submitted 16 October 2006,

O.V. Delle-Femine, National Director
Michael Ayala, National Safety and Standards Director
Joseph Prisco, Local 9 President

Note: Please direct inquiries related to the content of this report to: President@amfa9.org

Aircraft Engineers International Basic Information

History

The first efforts towards the establishment of Aircraft Engineers International (A.E.I.) began in 1972 when the Australian Licensed Aircraft Engineers Association, the U.K. Licensed Aircraft Engineers and the Indian Association initially explored the possibility of forming an International body to represent the Licensed Aircraft Engineer Worldwide.

The development of A.E.I. accelerated after the Norwegian (NFO) and Swedish (SFF) Associations joined in 1976 and the current structure was established with our headquarters having been located in London. From there an expansion was rapid reaching over 30 affiliated associations by 1993 and spanning 23 countries, representing more than 16,000 Licensed Aircraft Engineers worldwide, thus reaching the goals set in the far off days of 1972. Aircraft Engineers International (A.E.I.) is a non-political organization and is the sole international body representing Licensed Aircraft maintenance Engineers. *(Editor Note: Currently AEI is headquartered in the Netherlands and has approx 45,000 members in 38 affiliated Unions located in 34 Countries.)*

It has its own representatives on Airworthiness Panels including the ones dealing with the entire European Maintenance system.

It also has regular contacts with International labor organizations. A.E.I. can also quickly and effectively reach the various National Aviation Authorities through its affiliates and can also provide assistance in resolving professional and industrial problems.

A.E.I. maintains a constant liaison with Flight Crew Associations which is particular important as we share common interest in the two most important aspects of aviation, i.e., that of Flight Operations and that of maintenance which together determine Aircraft Flight safety to a large degree. A.E.I. is constantly seeking new affiliates in order to expand its already established position as the sole international body specially representing the Licensed Aircraft Maintenance Engineer.

A.E.I. is controlled by the Executive Board, elected through democratic procedures at Annual Congresses, hosted in different countries each year.

The Executive Board consists of the president, Vice President, Secretary General, treasurer, regional Secretaries, Technical Committee Chairman the Internal Affairs Committee Chairman, and the Public Relations Committee Chairman. The Executive Board meets regularly four times every year and holds extraordinary meetings whenever circumstances warrant them.

Current subjects on the agenda are dealt with by frequent meetings between members of the Board. The Association members are continuously kept up-to-date about meetings of the Executive Board and about decisions taken, through the Documentation centre

A Public Relations Committee functions within A.E.I. and has direct access to the media, informing public opinion on current issues. The committee represents A.E.I. at various international bodies and organizations, leading to a better understanding of Civil Aviation affairs.

Activities

An organization like AEI is very active in all aspects of Civil Aviation, this being after all its main purpose of existence. A lot of effort is spent in coordinating international relations between its affiliates so that information is freely available when needed.

Cross-border activities are also encouraged and indeed organized when needed. A prime example of international effort is the contribution of AEI. in the JAA and EASA rule making process by participating and voicing its policies on Maintenance issues. AEI is also very much concerned about the trends of Mergers, Alliances etc., especially in the area of better Human Resources Management.

A continuous effort is being maintained at all levels in order to uphold the standing of the Licensed Aircraft Maintenance Engineer, and this together with the various processes for streamlining the Aircraft Engineer qualifications to the highest standard, formulate the main policies of AEI.

It has to be said however that regulatory changes have caused a dramatic increase in AEI's activities and a lot more will have to be accomplished in order to reach the level which is commensurate with the professional status of the Licensed Aircraft Maintenance Engineer.

Aims

Aircraft Engineers International (AEI) is the international body which promotes the interests of Aircraft Engineers worldwide. Its formation came about as a result of problems faced by Aircraft Engineers which, due to the very nature of their profession, were not confined to the borders of a single country.

The bond between members is a main concern for AEI and problems of individual affiliated associations are scrutinized and addressed by all in unity. AEI is a champion of flight safety worldwide.

Its participation in various international associations and bodies aims at maintaining the high standards of Aircraft Maintenance, something which is constantly under threat by the increasing commercial pressures.

The activities and the further development of A.E.I. is a daily concern of all affiliates. Expansion plans include increased membership from former East European, American and Asian countries. The protection of the interests of its members in the international Civil Aviation environment, the observation and study of the changes that are taking place in this field and the role which the Aircraft Engineer can play in it, are the basic issues at which A.E.I. is very keen to uphold the necessary high standards for Aircraft Engineers qualifications worldwide including associated training and of course to maintain and even upgrade the current status of the Licensed Aircraft maintenance Engineer.

The objectives of Aircraft Engineers International are:

- a) To encourage co-operation between Affiliates, and along with the objectives in the following paragraphs assist in the resolution of Affiliate's Industrial problems.
- b) To protect, promote, represent and develop the industrial, professional, ethical, and other interests of Affiliates and their respective members in matters affecting air safety, aviation maintenance and the status of aircraft maintenance qualified civil aviation personnel throughout the world.
- c) To establish communication between Affiliates and their representatives on a regular basis in order to monitor all trends within the aircraft maintenance industry, adverse or otherwise.
- d) To encourage the reporting between Affiliates on all occurrences in world aviation including any issue which may appear to be unrelated but which may indicate a definite pattern of dilution of air safety, Aircraft Maintenance Engineer status and in particular any undesirable trends within existing licensing systems.
- e) To organise the imposition of Sanctions where lawful, on named operators who are in dispute with an Affiliate; such sanctions to be implemented at the request of the nominated international representative of the Affiliate in the country of dispute.
- f) To indemnify the members or officers of AEI against losses, damages, costs, and demands made against them in respect of any authorised act or omission actioned by them in the course of their official duties for AEI, to the extent that such indemnity is not prohibited by law.
- g) To action such things (on a non-political and non-sectarian basis) that are incidental or conducive to the attainment of the above objects or any of them as may be deemed by the Executive Board to be advisable in the interests of the Affiliates or their members or to be calculated directly or indirectly to benefit AEI or any Affiliate or their members.

Objectives excerpted directly from the AEI Constitution and Policy Manual

Listing of Links used in this report

Aircraft Engineers International (AEI)

www.airengineers.org

JAT Technics Maintenance facilities information

<http://www.ssvms.org.yu/technics.htm>

Short News story on the SSVMS Strike in Serbia

<http://news.airwise.com/story/view/1112988045.html>

Information on the European Union (EU)

http://europa.eu/index_en.htm

EEA (European Economic Area) countries

http://ec.europa.eu/comm/external_relations/eea/index.htm

JAA. (Joint Aviation Authorities)

<http://www.jaa.nl/>

Safety Assessment of Foreign Aircraft Program in Europe (Adobe Acrobat PDF file)

http://www.easa.eu.int/doc/QS/SAFA/SAFA_regulation_EN.pdf

EASA 147 approved Training Organizations information (Adobe Acrobat PDF file)

http://www.easa.eu.int/doc/Regulation/reg_2042_2003_Part147.pdf

EASA Part 66 Licensing Information (Adobe Acrobat PDF file)

http://www.easa.eu.int/doc/Regulation/reg_2042_2003_Part66.pdf

Leonardo Da Vinci Program of the EU

http://ec.europa.eu/education/programmes/leonardo/leonardo_en.html

AEA (Association of European Airlines)

<http://www.aea.be>

Air transport Association (USA)

<http://www.airlines.org/>

The International Civil Aviation Organization (ICAO)

<http://www.icao.int/>