

Minutes of Meeting

Executive Committee – Supervisory Board – MS Teams Meeting

May 14th 2020

16:00 until 17:00 CET/UTC+1

Participants EC:

Hans Mayer – President (HM)

Harald Strehling – Secretary (HS)

Soren Rasmussen – Treasurer (SR)

Participants SB:

Marc Arendt – MRO/Airline (MA)

Carlos Unger – OAM/OEM (CU)

Gary Merten – Type Training (GM)

Edwin de Vries – Basic Training (EdV)

Operational Topics

1. Finance

a. Finalizing 2019 - Financial report will be prepared by Ricardo and presented by SR

- i. The SB accepted the annual figures as presented but
- ii. Requested the actual hours (if possible) spent by the EC in WG's to be allocated to the correct WG cost.

=> Please refer to the attached tables

- “EC Working days 2019_President”
- “EC Working days 2019_Secretary”

Please note:

Due to high workload of the President in second and third quarter of 2019 some task were taken over by the secretary.

Therefore “President days were less than budgeted and secretary days increased

- “EC Working days 2019_Treasurer”

GM made a suggestion on an additional page of the “EC Working days 2019_Secretary” to present the figures in view of budgeted and unbudgeted.

CU remarked for the forms to make them a standard.

GM asked if the EC members are charging the working group rates when in this function.

SR replied that the charges for the EC are as per the by-law and due to number of days involved altogether the employers accept only the EC rate.

HM acknowledged this and confirmed that in the future starting 2021, a splitting of EC work and other i.e. WG, Project or non-budgeted work will be done in the balance sheet for full transparency.

HM also mentioned that for the president all work done is considered EC work.

iii. **To Do:**

- According to the Charter we have a 6 month timeframe for closing the financial year – therefore EC recommends to present the result of 2019 to our voting members as GA representatives in written format till June 08th 2020 for final approval via slido.
- SB to scrutinize and confirm the procedure.

SB agreed to hold the 72nd GA in the written format as suggested by the EC.

HM mentioned that a number of members asked for reduction of the membership fee for 2020 and that he could imagine that some might quit their membership due to the current economical situation. In view of saving the host compensation cost for 2 GA's the EC made the suggestion to grant a onetime reduction of EUR 500,- for the 2020 membership. This can be reimbursed 2021 for members who paid already or deducted on the open payments.

MA is concerned that this would complicate the payment procedures in the larger companies for the coming years.

GM suggested the option of a payment deferral or payment in installments over a three-year period if members apply for it.

HS suggested to use the EUR 500,- reduction as an offer and to leave it to the companies to apply for it or not.

SB discussed the possible amount to be used for the reduction based on the funds available.

HM explained that the budgeted host compensation for 2020 is EUR 48000,- and the suggested EUR 500 would approximately amount to that.

SB agreed to grant the EUR 500,- reduction to the members who apply for it.

HS will announce it in the next EAMTC NEWS.

- 73rd GA Virtual event

GM mentioned that CAE is still interested in supporting the Virtual GA with providing the platform. He mentioned that administrative costs might have to be covered.

HM agreed that budgeted travel expenses could be used to cover the costs.

Nevertheless, EC is also exploring other possible options.

EC and SB agreed that the 73rd GA is going to be a one-day event only. The program to be split into four sessions with breaks in-between. The standard topics to be presented including the EASA update.

2. IAAPS – EAMTC cooperation agreement – additional agenda item sent by HM prior to the meeting

“We were discussing a closer cooperation with IAAPS to join forces for the future to have a better impact in dealing with authorities and to learn from each other in the aviation training area. I think this is an important step forward to deal with the challenges of the future.”

HM sent a draft proposal for a cooperation agreement to SB.

GM made some amendments to HM’s proposal

CU recommended that any projects to be specified and added in the Annex.

HM agreed and stated that future joint projects need to be approved by the GA just like working groups.

MA is concerned that it could turn into a pilot vs maintenance tug.

HM explained that the SAB is already too pilot heavy and he's having a hard stance to convince them that they need maintenance to help them cope with the new technology.

GM mentioned that the whole industry is about 80% pilot focused and as long as it benefits both organizations it's OK. The main focus must be to safeguard our members interests.

CU states now with the concept understood an agreement does make sense.

MA says it must be visual to our members that we have a leveled approach - at eye level.

GM - the agreement must be written so that the successors of Hans and Thomas have to follow the intent.

MA - the interests must be clearly defined.

CU – the projects need to be well written.

GM states that exit strategies are missing if there is no mutual agreement.

HM – if nothing is happening, the agreement will sit idle. It should not be related to personal connections.

3. EASA

a. Rulemaking

- i. Status – please refer to the attached

“AnnexIV-AMCandGMtoPart-147-Issue2Amendment 2(EASA Website)”

- ii. Comment from Bram van Driel:

“The working groups are doing a good Job and probably also more than if we would have been able to have only one more meeting.

In the end, we have to accept that we do not have the time and resources to achieve all the improvements that we would like.

Concerning the new technologies: 13 March EASA published a huge set of AMC/GM related to the latest regulation changes (Part-ML, Part-CAO etc). The tables of the RMT.0281 are published as AMC to Part-147. It could not be linked to the intended new article of Part-66 because that does not exist yet, but also that it seems more logic to have training requirement in Part-

147. Unfortunately, there are several errors in the publication. It was a cumbersome process with a lot of pressure to have it before the 24th of March involving dozens of people, but we should have done a better final check.

...

We have seen some good 'mitigating measures' to be accepted by the NAA..."

iii. **Suggested next step:**

EC will check how to cope with it and initiate next steps / informs the members

HM informed the participants that Bram is on reduced working hours and is going to retire next year.

HM and EASA WG members CU, EdV and HS to explore possible replacements for Bram at EASA

b. EASA Data Collection – “Financial Size of Aviation Market”

- i. Focusing on Aviation Training and Maintenance Costs
- ii. The answering template for the EASA study has been commented by HS and HM and selected members
- iii. Status – please refer to the attached “EASA-Study-AnsweringTemplate-20200424”

GM was surprised by the differences between B1 and more expensive B2 courses.

HS to include this document in the GA presentations on the website

4. EC Election

- a. After feedback from the previous discussion and under the actual circumstances caused by the CORAONA situation, the **EC recommends** to stick to the standard election schedule as stipulated in the charter.
- b. The date for electing the new EC in total is therefore in October 2021

SB accepted this proposal.

EC and SB members agreed to continue the discussions on the following items at the next meeting on Monday May 18th commencing at 16:00 CET

Strategical Topics

1. EC Strategy development

a. As per the feedback from 70th GA the EC had a brainstorming session on future strategies and activities.

b. The aim was to

- i. Look find improvements for the existing cost structure for future meetings and activities
- ii. Find possible sponsors and to sharpen the image of our foundation.

c. Topics to be discussed with the SB so far:

- **Sponsoring:**

Possible elements valid for sponsoring by the industry:

- Guideline / program / for execution of a competency based basic training program.
- Guideline about Aircraft Documentation
 - Clear use of...
 - Reduction of maintenance errors
 - Increase efficiency of work/performance
- Provision of sales booths in connection with GA to advertise books, courses, new training devices etc.
- EU funding for participation in educational programs (Erasmus, ...)

- **Future GA meetings with > 150 participants:**

➤ Problem:

With increasing number of participants >150 at GA it is difficult to find hosts who are willing / capable of paying for conference room, coffee breaks, lunches, transport to social event, etc.

By paying the participation fee of € 150 to host for each participant a member sending 4 people twice a year ($150 \times 8 = 1.200$) costs EAMTC almost as much as membership fee charged (1750). In addition, EAMTC pays for invitees and NAA's also the participation fee.

- Costs for host organization increase
- Costs for EAMTC increase
- Avoid raise of Membership fee
- Be fair regarding small/big member organizations
- Being able to invite guests and NAA's without fee

- Proposal:
 - Introduce max. 1 participant free per member to GA
 - Allow host to send more participants but compensate only 1
 - Introduce a participation fee for > 1 member of €
 - EASA / NAA's / guests invited by EC – no charge.
 - Reduce EAMTC participation fee cost due to ...1. and ...2. to max €
?
- Effect:
 - + Reduce EAMTC cost
 - + Reduce Host cost
 - + Get more hosts to come forward
 - - A bit higher costs for participating members
- **Sharpen EAMTC image**
 - more colorful GA's
 - More commercial (... presentations...)?
 - Go public and advertise support by members?
 - e.g. Zimex as EC host
 - e.g. LTT as EC host
 - More articles in industry publications?