



Enhanced IOSA Seminar

Tuesday 28th July 2015

ORGANIZED BY



SPONSORED BY



Welcome speech

By Eng. Ahmed GABR-ALSAFWA Secretary General



Eng. Ahmed GABR is a founding member of Alsafwa Aviation Association. He is an aviation engineer with academic and field qualifications in Quality Management, Monitoring and Evaluation and Strategic Planning. He has recently been appointed as the Secretary General of Alsafwa Aviation Association.





Enhanced IOSA Seminar

Tuesday 28th July 2015

ORGANIZED BY



SPONSORED BY





ALSAFWA Vision , Mission and Core Values

Vision

To be a leading house of expertise in the field of Aviation at the National , Regional and International levels.

Mission

Drawing on the wide academic , technical and field competencies of ALSAFWA members to enhance the performance of the aviation industry.

Core Values

Integrity-Honesty-Credibility-

Post Conference Recommendations

Recommendation # 2:

Aviation industry stakeholders should contribute to the sustainable development in the industry through engagement and communication.

Recommendation # 13:

Stakeholders of the aviation industry should encourage the Non-Governmental Organizations (NGO's) by availing experts and funds. The efforts of the NGO's should have the blessing of the governments so as to enhance safety culture and accountability.

"Aviation Safety & Sustainability Conference"

Cairo, Egypt on April 19th, 2015

Video





Enhanced IOSA Seminar

Tuesday 28th July 2015

ORGANIZED BY



SPONSORED BY



Introduction to E-IOSA key elements, changes and its impact on aviation safety

By Mr. Patrick LUTZ AQS Managing Director



After completing his master degree in Social Sciences, Patrick started his professional carrier as Director Quality Management for a Charter Operator located in Hamburg, where he contributed to the success of the organization and to the improvement of internal processes.

He joined Aviation Quality Services in 2009, with the position of Head of Audit Programme responsible for the coordination and successful execution of all activities conducted by the organization. In 2013 he got appointed as Managing Director/CEO, the position which he currently holds. In addition to his managerial tasks he frequently acts as IOSA Lead Auditor.

 **Aviation Quality Services**

✈ Stay better.

Integrated Safety and Quality Management Solutions.

July 28th, 2015

Agenda.

- 1 IOSA Certification
- 2 Why AQS – about the Company
- 3 What makes the difference – IOSA added values by AQS
- 4 AQS - Products and Services

To have a copy of the presentation please contact :

Mr. Patrick LUTZ AQS Managing Director

patrick.lutz@lft.dlh.de



Questions & Answers

Open Discussion



Enhanced IOSA Seminar

Tuesday 28th July 2015

ORGANIZED BY



SPONSORED BY



About EGYPTAIR MAINTENANCE & ENGINEERING

By Eng. Mohamed SAMY

Accountable Manager EGYPTAIR MAINTENANCE & ENGINEERING



An Expert in Quality Assurance field, joined EGYPTAIR in 1989 as Maintenance & Overall Engineer , He played an important role in upgrading EGYPTAIR M & E activities which allowed the company to be a repair center approved by EASA 145.0290 and FAA. He has been nominated as the Quality Assurance director in 2012 and at the end of 2014 he became the Accountable Manager.



EGYPTAIR



MAINTENANCE & ENGINEERING

EGYPTAIR MAINTENANCE & ENGINEERING

***We Value our
Customers***



ECAA / EASA / FAA

Part 145 Approved Maintenance Organization

Subjects:

- 1. Historical Background.**
- 2. Company Activities.**
- 3. List of Approvals.**
- 4. List of Customers.**
- 5. Application of E-IOSA in EGME**
- 6. Managing Company Activities.**

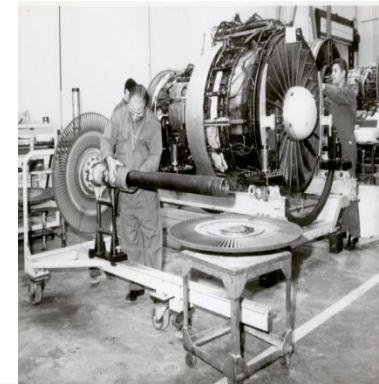
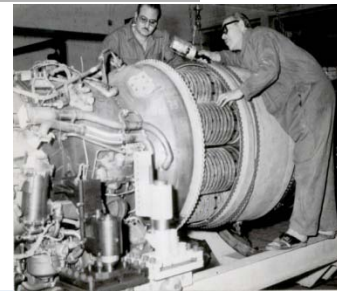
1. Historical Background



Since



1932



- **Independent MRO in 2002.**
- **5000 employee.**
- **ECAA Part 145 approved maintenance organization under approval no. ECAA / AW / AI / B0001**
- **EASA Part 145 approved and FAR 145 certified.**
- **D. O. T. approved.**
- **Approved repair center for Embraer and B/E Aerospace.**
- **100 contracted customer, 20 CAA approvals, 21 domestic and international station.**
- **ISO 9001:2008, 17025 approved.**

**A1
Rating**



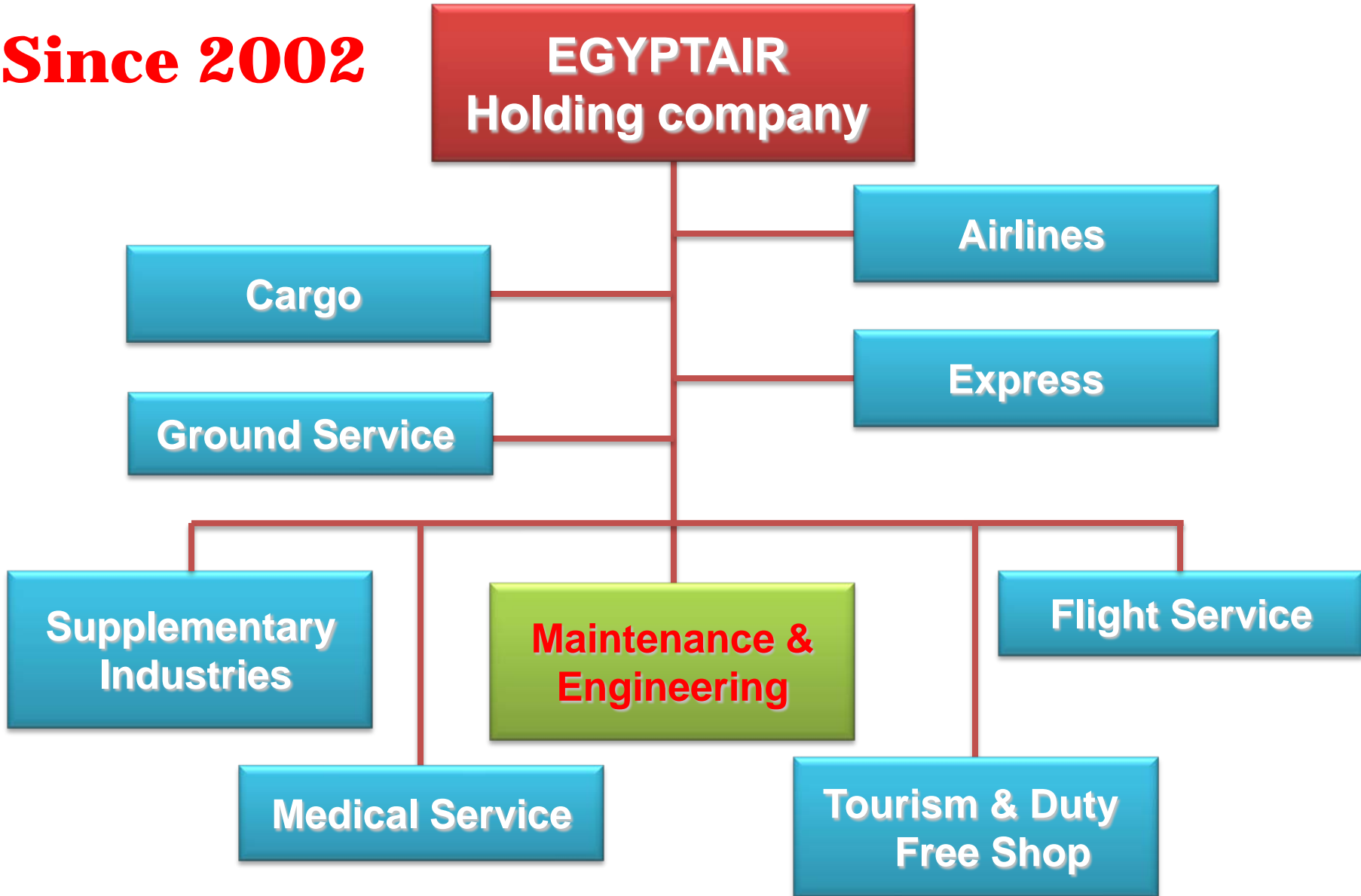
**B1
Rating**



**C
Rating**



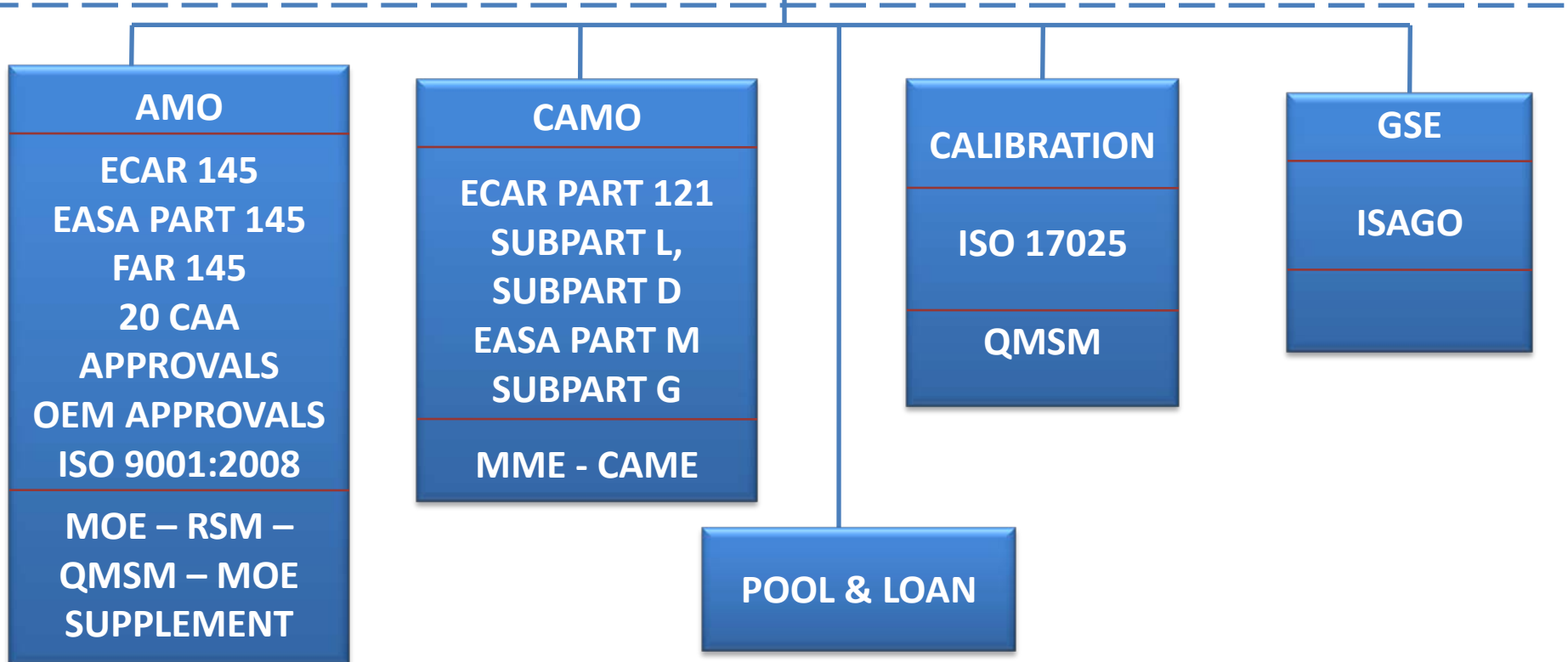
Since 2002



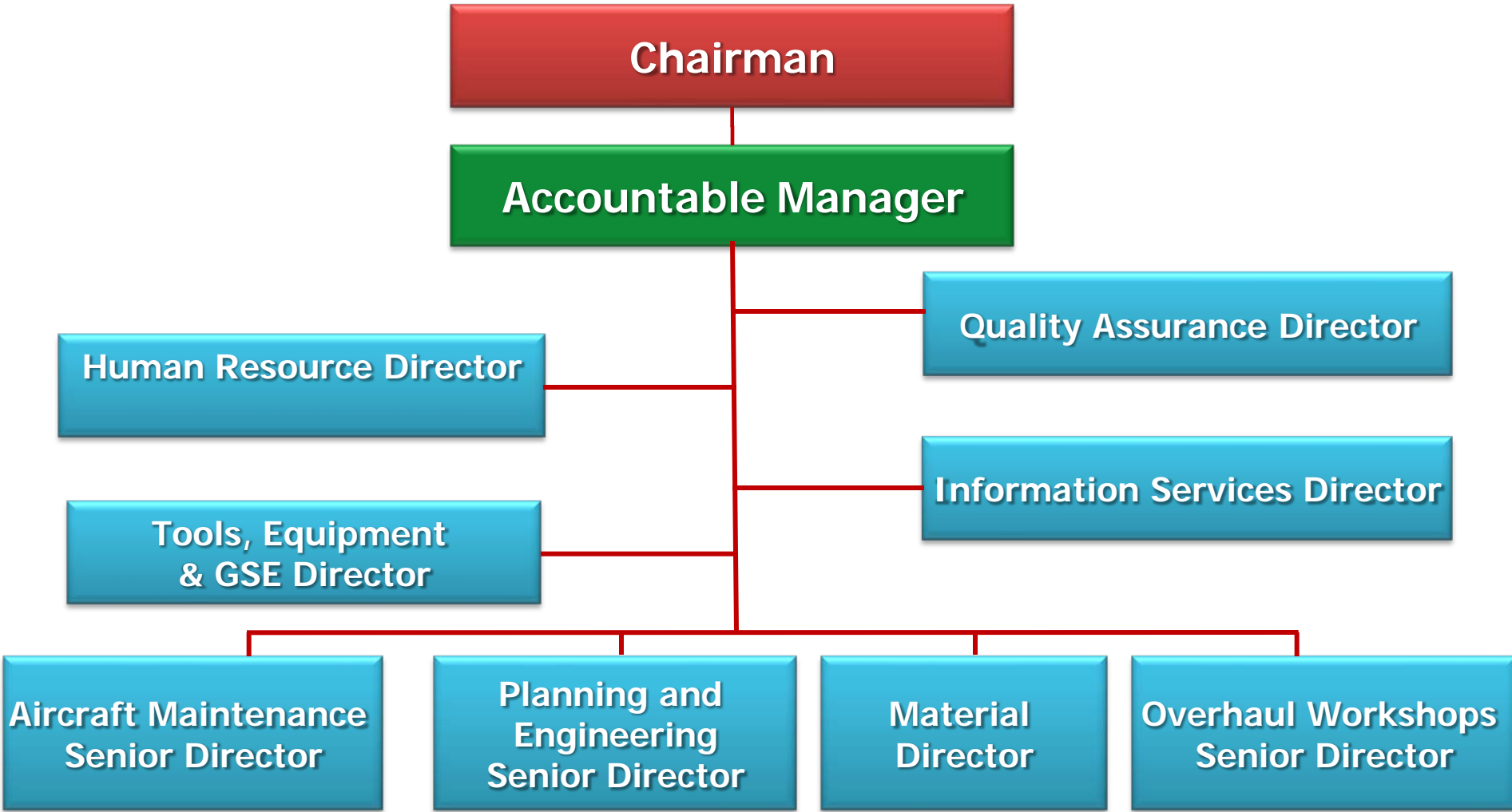
2. Company Activities

Chairman

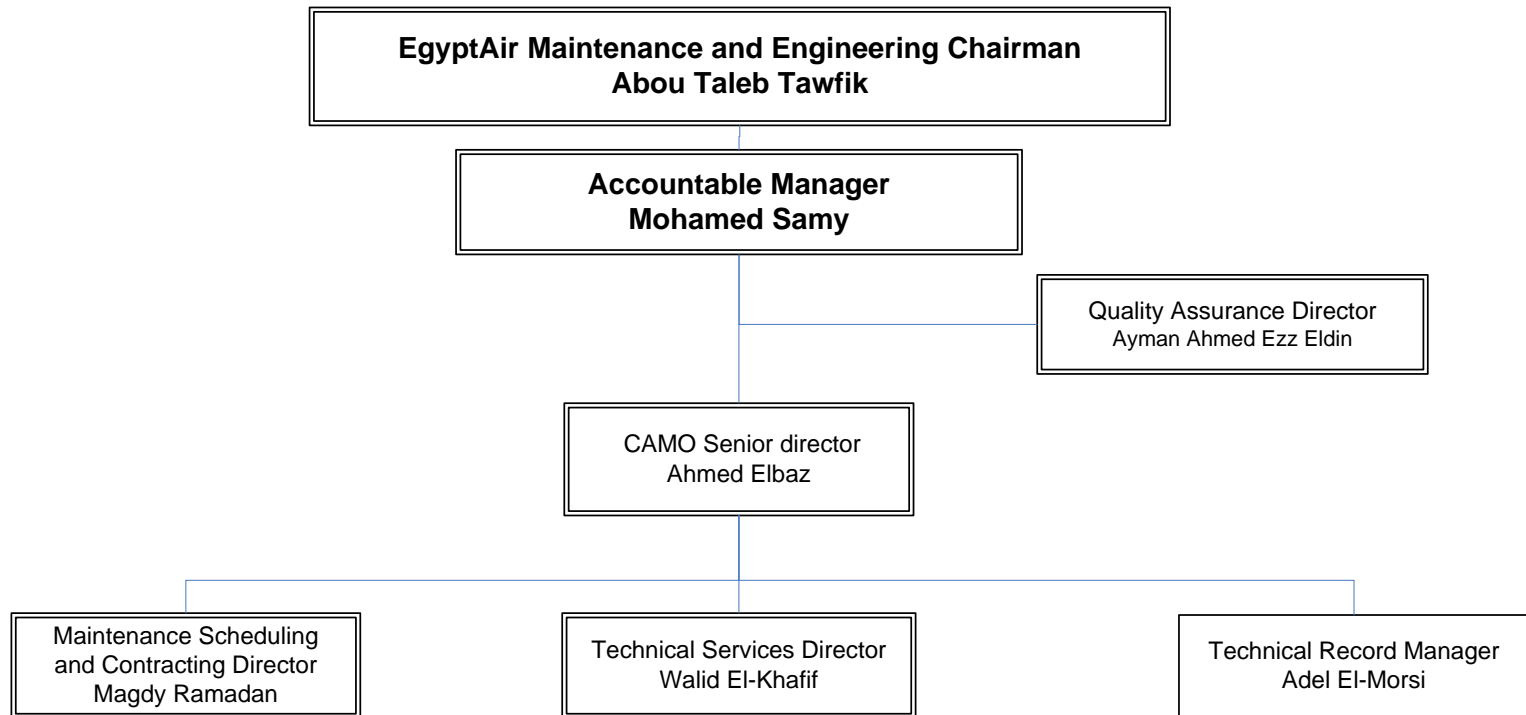
Accountable MGR



MRO Organization Structure



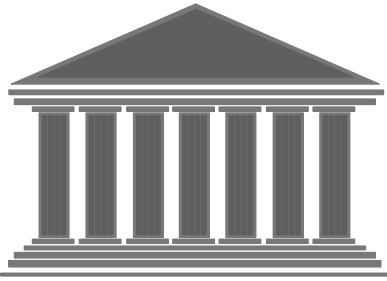
CAMO Organization Structure



2. Company Activities (cont.)

- **The management of change**

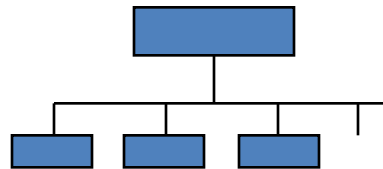
CAA



Applicable regulation



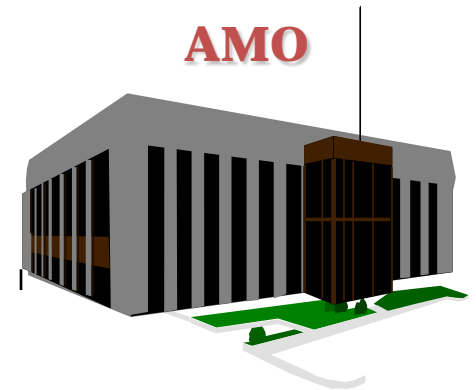
Quality documents



Organization structure



AMO



Facilities



Personnel

3. List of Company Approvals

3. List of Company Approvals

1.1	Egyptian Civil Aviation Authority (ECAA - ECAR 145)
1.2	European Aviation Safety Agency (EASA - Part 145)
1.3	Federal Aviation Administration (FAA - FAR 145)
1.4	Aviation Partners Boeing (APB)
1.5	Kingdom of Bahrain Civil Aviation Affairs
1.6	Bermuda Civil Aviation
1.7	Civil Aviation Authority of Cayman Islands
1.8	Jordan Civil Aviation
1.9	State of Kuwait
1.10	Sultanate of Oman
1.11	Libyan Arab Jamahiriya Civil Aviation Authority
1.12	Civil Aviation Authority

3. List of Company Approvals (cont.)

1.13	Union Des Comores
1.14	UAE General Civil Aviation Authority (GCAA)
1.15	Republic of Sudan Civil Aviation Authority (SCAA)
1.16	Qatar Civil Aviation Authority (QCAA)
1.17	U.S. Department of Transportation (DOT)
1.18	Republic of Yemen Civil Aviation & Met. Authority (CAMA)
1.19	Kenya Civil Aviation Authority (KCAA)
1.20	Islamic Republic of Afghanistan
1.21	Ministry of Transport of Russian Federation
1.22	Kingdom of Saudi Arabia
1.23	Nigeria Civil Aviation Authority
1.24	Republique Islamique de Mauritanie
1.25	Gambia Civil Aviation Authority

4. List of Customers



الخطوط العربية الليبية
LIBYAN ARAB AIRLINES

Yemenia اليمنية
Yemen Airways الخطوط الجوية اليمنية



bmi



Austrian



Міжнародні Авіалінії України
Ukraine International
AIRLINES



الأردنية للطيران
JORDAN AVIATION



Air Méditerranée

LOTUS AIR لوتس للطيران

BURAQ AIR
INCORPORATED LIBYAN COMPANY

AEGEAN
AIRLINES

IBERIA

KARTHAGO Airlines



ORBEST

شركة دجلة للطيران

5. Application of E-IOSA in EGME

Enhanced IOSA Program Purposes:

- Enhanced IOSA Program Focus on implementation of the following four pillars:

**Continuous
Conformity with
IOSA Standards**

**Focus on
Implementation
of IOSA
Standards**

**Reliability of
Airline's Quality
Assurance
Functions**

**Auditing
Standardization**

IOSA Program Standard & Auditing:

- IOSA Standards are derived from all relevant ICAO Standards as well as from regulations of the EASA , FAA, and industry best practices.
- The IOSA audit standards are based on eight areas that contribute to airline operational safety. These are:
 1. Corporate Organization and Management Systems (ORG)
 2. Flight Operations (FLT)
 3. Operational Control - Flight Dispatch (DSP)
 4. **Aircraft Engineering and Maintenance (MNT)**
 - **Management and Control**
 - **Maintenance Control**
 - **Technical Records**
 - **Maintenance Organizations**
 5. Cabin Operations (CAB)
 6. Ground Handling (GRH)
 7. Cargo Operations (CGO)
 8. Operational Security (SEC)

IOSA Standard – Section 4: (Aircraft Engineering and Maintenance)

1. Management and Control

- In this sub-section the IOSA Standard Describes the Requirements for the Maintenance Management System within the Operator's Organization which includes the Maintenance Management Manual, Maintenance Program and Safety Management.

2. Maintenance Control

- Here the Standard Describes the Requirements for the procedures of Planning & Controlling the Maintenance activities of the Aircraft & Aircraft Components.

IOSA Standard – Section 4: **(Aircraft Engineering and Maintenance)**

3. Technical Records

- This Describes the Requirements of Operator Technical Records for Aircraft Maintenance, Aircraft Technical Log Books and the Airworthiness Directives.

4. Maintenance Organizations

- The purpose of the IOSA process, with regard to this sub-section four, is to ensure the operator has the required monitoring and control processes, documented and implemented, to ensure its operational requirements are being satisfied by all organizations that perform maintenance on the operator's aircraft.

Application of E-IOSA in EGME

- As a Leading Maintenance Organization, EgyptAir Maintenance & Engineering Supports the application of the Operator E-IOSA Program by sustaining its compliance with the IOSA Standard Requirements for Maintenance Organizations as Follow:

4 Maintenance Organizations

MNT 4.1 Approval

EGME Is approved by more than 25 Civil Aviation Authorities including ECAA, EASA and FAA with a scope of approval that covers Light and Heavy Maintenance for Airbus, Boeing and Embraer Aircrafts, Components and Engines

Application of E-IOSA in EGME

MNT 4.2 Management

EGME Management Personnel are a group of highly Educated, Experience and Trained persons who are accepted by the Civil aviation Authorities , Also they are committed to ensure that all maintenance activities are carried out in compliance with the Regulations, Quality Standards and Safety Requirements

MNT 4.3 Quality Assurance

The Quality Assurance System of EGME is completely Independent with a dedicated and competent personnel to ensure that Safety & Quality Standards are Maintained with EGME through Compliance Monitoring, Continuous Improvement, Authorization Management and Safety Management.

Application of E-IOSA in EGME

MNT 4.4 Personnel

EGME has sufficient Experienced Personnel to plan, perform, supervise, inspect and quality monitor the Maintenance activities within the organization in accordance with the approved scope.

MNT4.5 Training Program

EGME has a Documented Training Program that ensures that all personnel are continuously trained and qualified to cope with the international aviation standards

Application of E-IOSA in EGME

MNT 4.6 Facilities and Physical Resources

EGME has Highly equipped Facilities that are Designed, Built and Maintained to comply with all the Regulatory, Safety and Environmental Requirements for Aircraft, Component and Engine Maintenance.

MNT 4.7 Material Handling

EGME has a Dedicated Material Directorate that is responsible for Supply Chain Management of all Aircraft Materials. This Includes Purchasing, Receiving Inspection and Warehousing activities.

Application of E-IOSA in EGME

MNT 4.9 Procedures Manual

The Quality Documents of EGME are established in accordance with the Aviation Regulations and International Quality Standards, These Documents contain all detailed the procedures that are followed by EGME Staff. The Documents are continuously reviewed and updated to comply with the regulatory amendments and to endorse the aviation industry best practices.

MNT 4.10 Maintenance Release

EGME Certifying Staff are appropriately Trained to fill and certify the Maintenance Release Documents as applicable. This Includes the Aircraft TLB, CRS, ECAA Form One, EASA Form One and FAA 8130-3.

Application of E-IOSA in EGME

MNT 4.11 Tooling and Calibration

EGME has a Dedicated Tool Directorate that is responsible for Tooling Management of Aircraft Special tools and Equipment and also General/Standard Tools. This Includes Purchasing, Receiving Inspection, Calibration and Storage activities.

Application of E-IOSA in EGME

- *From All the above it seems that EgyptAir Maintenance & Engineering can successfully support all Operators seeking to apply the E-IOSA to be complied with IOSA Standard Section 4 “Aircraft Engineering & Maintenance”*

6. Managing Company Activities

Thank You



EGYPTAIR MAINTENANCE & ENGINEERING

Documentary Film





Enhanced IOSA Seminar

Tuesday 28th July 2015

ORGANIZED BY



SPONSORED BY



Closing Remarks

By Eng. Ahmed GABR

ALSAFWA Secretary General



Recommendations issued by

"Aviation Safety & Sustainability Conference"

Cairo, Egypt on April 19th, 2015

The rich discussions and valuable brainstorming triggered by the presentations and panel discussion on the conference theme have resulted in generating the following recommendations all of which are directed towards the ultimate goal of attaining and sustaining the highest level of aviation safety:

1. Operators and service providers shouldn't consider the cost of quality provisions of products or services as an extra cost. It should be seen as a necessary investment that is required for ensuring sustainability of their business.
2. Aviation industry stakeholders should contribute to the sustainable development in the industry through engagement and communication.

Recommendations issued by

"Aviation Safety & Sustainability Conference"

Cairo, Egypt on April 19th, 2015

3. Aviation regulatory bodies of each state are required to support and provide active and sufficient participation to the Universal Safety Oversight Audit Program – Continuous Monitoring Approach (USOAP-CMA), so as to ensure international aviation safety.
4. Regulatory authorities are encouraged to adopt IATA Operational Safety Audit (IOSA) as an acceptable means of compliance to complement the state audit programs in order to ensure greater global standardization, increase usability of the program, gain more industry support and continuously improve aviation safety.
5. Top management of operators and service providers should be committed to achieving high level of safety performance not only through documents' compliance but also through the non-punitive reporting by enhancing company safety culture.

Recommendations issued by

"Aviation Safety & Sustainability Conference"

Cairo, Egypt on April 19th, 2015

6. Operators and service providers are required to encourage their work force to voluntarily report abnormal issues affecting safety in order to promote safety culture.
7. Service providers are required to raise awareness of their top management about value proposition & value adding to business and adopt operational excellence principles.
8. Aviation stakeholders are invited to contribute to the enhancement of human factors guidance materials as well as the dissemination of knowledge pertaining to best practices.

Recommendations issued by

"Aviation Safety & Sustainability Conference"

Cairo, Egypt on April 19th, 2015

9. Operators and service providers are invited to place more emphasis on developing organizational knowledge related to human factors.
10. Regulators are invited to adopt independency, transparency, accountability and efficient processes as good governance practices in their continuous efforts for improving aviation safety.
11. All the elements of safety culture must be actively promoted and demonstrated by the operators and service provider leaders on a regular basis through targeting safety characteristics: Commitment, safety behavior, alertness, adaptability, information and justness.

Recommendations issued by

"Aviation Safety & Sustainability Conference"

Cairo, Egypt on April 19th, 2015

12. The availability of comprehensive and specific information about the worldwide level of implementation of ICAO Standards and Recommended Practices (SARPS) derived from the implementation of USOAP/CMA should be utilized to the maximum extent for the benefit and the enhancement of global aviation safety. This objective requires integrated and joint efforts of all concerned stakeholders and in particular: Governments, ICAO, IATA and aviation NGO's in order to close the identified non-compliance gap.
13. Stakeholders of the aviation industry should encourage the Non-Governmental Organizations (NGO's) by availing experts and funds .The efforts of the NGO's should have the blessing of the governments so as to enhance safety culture and accountability.

Appreciation Certificate



EGYPTAIR

MAINTENANCE & ENGINEERING

 **Aviation Quality Services**



See you next event 2016



Enhanced IOSA Seminar
28th July 2015-Cairo-Egypt