

MR. COLUM HANIFAN

**AERONAUTICAL INSPECTOR
IRISH AVIATION AUTHORITY (IAA)
DUBLIN, IRELAND**

www.iaa.ie



Education and Training

- B. Eng. (Hons) Aeronautical Eng, University of Limerick, Ireland, 1997
- B737-300/400/500 Airframe/Electrical type rating, Team Aer Lingus Training Organisation, 1998
- Engines CFM56-3 Series (B737-300/400/500) type rating, Team Aer Lingus Training Organisation, 1998
- A330-200/300 (CF6 Engines) Mechanical & Electrical type rating, FLS Aerospace Training Organisation, 2000
- Nominated Post Holder for Maintenance certified, JAA Training Organisation, 2006
- 2042/2003 Part-M, Part-145, Part-66 and Part-147 certified, JAA Training Organisation, 2008
- A318/319/320/321 (CFM56) General Familiarisation, certified, Lufthansa Technical Training, 2008
- Maintenance Programmes for Large Aircraft, certified, JAA Training Organisation, 2008
- Internal QMS Auditing (ISO 9001) certified, Nigel-Bauer & Associates, 2009
- Quality Management for Air Operators certified, Nigel-Bauer & Associates, 2009
- Safety Management Systems certified, IAA, 2009
- Dangerous Goods Inspector certified, CAA International, 2009
- Safety Assessment Foreign Aircraft certified, SGI Aviation, 2010

Current Position

Title	Dates	Employer
AERONAUTICAL INSPECTOR	Aug 2008 - Present	IRISH AVIATION AUTHORITY (IAA), DUBLIN, IRELAND

Previous Positions

Title	Dates	Employer
Deputy Maintenance Manager	Jan 2008 - Aug 2008	Aer Arann, Dublin, Ireland
Technical Services Manager	2003-2008	Aer Arann, Dublin, Ireland
Senior Engineer	2000-2003	FLS Aerospace, Dublin, Ireland
Development Engineer	1997-2000	TEAM Aer Lingus / FLS Aerospace, Dublin, Ireland

"Home" Town(s)/County(s)

Portmarnock Dublin,
Castletroy Limerick,
Donabate Dublin

Please describe your current job

- Exercise safety oversight for the maintenance and continued airworthiness of aircraft. I am based in Dublin city centre and travel as required to carry out safety inspections on aircraft and maintenance organisations. The organisations are mainly based within Ireland and the aircraft can be based throughout the world.
- Exercise surveillance to ensure that activities in relation to aircraft maintenance and repair and the control of their continuing airworthiness comply with the required safety standards. This includes: audits, spot checks, inspections, sampling, periodic meetings with operators, and liaising with the industry.
- Issue of Airworthiness Certificates for aircraft; and granting of certificates to organisations for the provision of aircraft maintenance and continuing airworthiness services for aircraft.
- Provide information and support, as appropriate, to aircraft operators for the purposes of: clarification, policy announcements, technical information, accident information, etc. Support includes giving advice on regulations and standards.
- Exercise corrective action (i.e. administrative and if necessary initiate legal measures) to ensure compliance with the required airworthiness standards for aircraft.

- Conduct surveys of aircraft for continuing airworthiness and related activities.
- Assist in the provision of technical advice in the development of safety standards and in the development of regulations concerning the airworthiness of aircraft.
- Assist in the maintenance and preservation of records and documents relating to the airworthiness of aircraft and their operation for recording in the Civil Aviation Document Register.
- Assist in the provision of technical advice and support in the investigation of aircraft accidents, incidents and defects.

The duties and responsibilities are varied and challenging and this creates a great sense of fulfilment and satisfaction.

Please describe your career path since graduating with your B.Eng. Aeronautical Eng.

I commenced employment with Team Aer Lingus after graduation. I initially worked in the area of Avionics support to airline operators and support for third party maintenance (heavy maintenance). Some minor avionics design work was also included. After a year I moved into the area of Aircraft Systems which also involved technical support. My duties included more project management roles and after several years I became a Senior Engineer. I was also seconded to an overseas airline during that time to assist with the rollover of their long-haul fleet to a new aircraft type for that organisation. I completed several aircraft and technology courses.

My time spent with the overseas airline naturally led me into a management position. After my return from secondment, I moved to Aer Arann as the Technical Services Manager. Over several years in Aer Arann, I developed the Engineering management systems department. This included a restructuring of Engineering policy, procedures and work practices. The department grew to include 7 graduate engineers. As the Aer Arann fleet size increased my duties included assistance with the acceptance and delivery of new aircraft mainly from Denmark and France. This allowed graduate engineers to become involved in the aircraft delivery process and provided new and beneficial experience to all. Also during my time in Aer Arann the regulatory requirements of the European Aviation Safety Agency came into force. Therefore all aircraft

maintenance and technical services procedures and practices were required to be in compliance with the regulations. As the regulations continuously changed to improve safety, continuous monitoring was required to ensure compliance with the regulations.

My career path coupled with 5 years in senior management gave me the knowledge and experience to qualify for selection as an Aeronautical Inspector with the IAA. Since joining the IAA my duties and responsibilities have led me to aircraft and organisations based in Europe, Asia and Central America.

What made you decide to study Aeronautical Engineering at UL?

I wanted to study Engineering and for me Aeronautical seemed to be the most interesting and varied discipline to study. I was really impressed with the UL campus in 1993 during my open days visit and decided UL was the place to study.

Are you glad you did?

Yes because it provided the basis for several career paths in the Aerospace industry.

What did you most enjoy about studying at UL - academically, and also non-academically?

I really enjoyed studying the pure Aeronautical modules in 4th year. Non academically, I enjoyed the student union nights out in the various clubs around Limerick city. Also the availability of sports clubs and sports facilities on campus. There was a great student community when I attended UL probably because it was located in the suburbs and not in the city as is the case with the other universities in Ireland.

Where did you do your COOP?

I did my COOP in the Irish Air Corps with two other students. We were allowed to observe and assist with aircraft maintenance. We also attended classes in relation to Aeronautical theory. I found it to be really helpful in terms of the practical knowledge gained regarding aircraft maintenance.

What advice would you give school-goers considering choosing Aeronautical Engineering?

I think Aeronautical Engineering is an excellent degree course as it provides opportunities in all aspects of the aerospace industry both within Ireland and abroad.

What advice would you give future graduates of Aeronautical Engineering?

A degree in Aeronautical Engineering provides several career paths to a graduate. The obvious career path is in the field of aircraft / aircraft component / Engine design by working for original equipment manufacturers such as Airbus, Boeing, GE or Pratt & Whitney. However there are several more options available, working with for example EASA Part-21 design/production organisations in design, airline operators in technical services (reviewing design/maintenance data to assist in maintaining aircraft airworthiness), airline maintenance planning, aircraft leasing organisations' technical staff (reviewing operators compliance to aircraft lease conditions and managing delivery and redelivery of aircraft from/to lessees) etc. Technical support and design roles exist to a lesser extent within the general aviation sector as well.

