



AEROSPACE

AIRCRAFT INTERIOR REFINISHING & MAINTENANCE

PLASTIC | VINYL | LEATHER





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• Headliner and seats refinished with SEM SURE-COAT™.



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AIRCRAFT INTERIOR REFINISHING & MAINTENANCE

**How can the SEM Aerospace Sure-Coat™
process increase your profits?**

FBO Benefits

- Performing only 1 interior repair per month will add over \$100,000 in yearly net profits
- Reduced cycle time for refurbishment vs. replacement
 - 3 days vs. 3 weeks
 - Improved shop profitability
 - Increased customer satisfaction
 - Performed during standard maintenance
- High Margins
 - Low raw material costs, low labor costs
- Capture otherwise missed business

Repair vs. Replace

(Below examples based on a 6 seat Learjet from FBO using SEM)

Cost to Aircraft Owner

REPLACE

- \$6,000 - \$10,000 / seat (\$55,000 total)
- Fireblock Test Plans (\$5,000)
- 3-4 Week Downtime (\$2,000 - \$3,000/day)

Total Cost Between:

\$83,000 - \$139,000

REPAIR

- \$5,000 - \$10,000 for entire seating
- Flammability Characteristics Unchanged
- 3-4 Days Downtime
- can be performed during normal maintenance

Total Cost Between

\$11,000 - \$22,000

Before



After
Refinished
with
SURE-COAT™





U.S. Department
of Transportation
**Federal Aviation
Administration**

March 2, 2011

Mr. Brian Joyner
SEM Products, Inc.
1685 Overview Drive
Rock Hill, SC 29730

Subject: SEM Process Specification SCLA-101

Reference: SEM Products Letter Dated February 24, 2011

Dear Mr. Joyner:

We have received your process specification SCLA-101, Refinishing Aircraft leather with SEM SURE-COAT™, Revision 1, dated January 21, 2008 and Revision 2, dated February 24, 2011. This process has been substantiated with burn test reports that demonstrate that this process does not affect the flammability characteristics of leather.

We find the SEM SCLA-101 process acceptable for repairing and restoring leather aircraft interior parts that are required to comply with 14 CFR §§23.853, 25.853(a) and (c), 27.853 and 29.853. For these requirements, no additional flammability testing is required. Components that are required to comply with 14 CFR §25.853(d) will require additional testing.

The SEM SCLA-101 process should be limited to repairing and restoring aircraft interior leather that initially passed flammability tests. New materials that have never been approved for aircraft use will require certification testing.

If you have any questions, please contact Mr. Adam Neubauer at 316-946-4156 or Adam.Neubauer@faa.gov.

Sincerely,

A handwritten signature in blue ink that reads "William Schinstock".

William C. Schinstock
Associate ACO Manager, Airframe & Services
Wichita Aircraft Certification Office

Small Airplane Directorate
Wichita Aircraft Certification Office
1801 Airport Road, Room 100
Wichita, Kansas 67209

In reply, refer to L115W-11-150



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SEM Products, Inc.
1685 Overview Dr.
Rock Hill, SC 29732

**Process Specification SCLA-101
Revision 2**

Refinishing Aircraft Leather with SEM SURE-COAT™

February 24, 2011

List of Effective Pages

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Introduction

This process is to be utilized for repairing and restoring leather aircraft interior parts. This process does not alter the existing flammability standard and allows the items to maintain the flammability requirements of 14 CFR Parts 23.853, 25.853 (a) and (c), 27.853 and 29.853. For these requirements, no additional flammability testing is required. This process should be limited to repairing and restoring aircraft interior leather that initially passed flammability tests. New materials that have never been qualified for aircraft use will require certification testing. Individuals performing this process and inspecting the final product must be trained by SEM personnel.



Section 1 – Materials Table

MATERIAL
SEM Process Instruction Sheet: SCLA-101
A1600 Series AEROSPACE SURE-COAT™
A39362 AEROSPACE SEM SOAP
A38353 AEROSPACE PLASTIC/LEATHER PREP
16004 SURE-COAT CROSS LINKER
Grey Scuff Pad
Appropriate Aircraft Component Maintenance Manual (CMM)
Appropriate Aircraft Maintenance Manual



Section 2 – Process to Refinish Aircraft Leather with SEM SURE-COAT™

1. Remove aircraft seat/divan or item to be refinished from the aircraft per aircraft maintenance manual and annotate work performed.
 - 1(b) - If not removing seat or item from interior of plane, be sure to properly cover and mask any areas not intended to be refinished.
2. Inspect seat, or item, for proper operation per Manufacturer's Maintenance Manual.
3. Disassemble or remove fairings, or close out panels.
4. Mask or cover areas of seat to protect from overspray.
5. Clean and prepare leather surfaces with **AEROSPACE SEM SOAP** and a grey scuff pad or nylon bristle brush.
6. Remove **AEROSPACE SEM SOAP** residue by wiping with a clean, damp towel. Be sure to remove all residues and do not rinse with excessive amounts of water.
7. Clean and prepare leather surfaces with **AEROSPACE PLASTIC/LEATHER PREP** and a clean lint free towel.
8. Add **SURE-COAT CROSS LINKER** (5g/pint) to increase the durability of **AEROSPACE SURE-COAT™** to the effects of most cleaning chemicals.
9. Hand stir or shake well to make sure color of **AEROSPACE SURE-COAT™** is consistent.
10. During application, hold spray gun 6-8" from the surface. Using 25-30 psi from non HVLP equipment or 8-10 psi at the cap with HVLP equipment, apply one light coat followed by two medium wet coats allowing 5-10 minute flash time between coats.
 - a. If brush applying **AEROSPACE SURE-COAT™**, use **POLY BRUSH**, or other fine foam paint brush. Apply one light coat followed by two medium wet coats, allowing 5-10 minutes flash time between coats. Best results are normally achieved by spray application.
11. Apply sufficient coats to achieve hiding.



12. Dry time is dependent on relative humidity, temperature and air circulation. Curing can be accelerated with a fan or an infrared curing system placed 3-4 feet from surface.
13. It should be noted that even though film is dry to touch, the substrate should not be subjected to heavy abuse or abrasion for 24 hours.
14. Remove masking and protective material from seat.
15. Reassemble fairings and close out panels per Manufacturers Maintenance Manual.
16. Install seat in aircraft and check for proper operation per aircraft maintenance manual.
17. Ensure all work performed is properly annotated.





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MIXING SYSTEM VS. PRE-MIXED COLOR



MIXING SYSTEM

- Minimum Initial investment
- Mix on demand
- Over 600 colors ready at anytime
- Ability to tint colors
- Increased profits
- Includes 12 toners, mixing formulas, Aerospace Color Selector, 70040 Dauber Bottles and SURE-COAT™ CROSS LINKER

CUSTOM Mix

- No paint inventory needed
- Provide a swatch and have a custom color match made for you
- Matched colors received in 3-5 business days
- Choose an existing color from our Aerospace Color Selector at no additional cost
- Simply pick a color, prep the surface and spray



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