



## Editorial



### Dear Readers,

Welcome to our January edition.

I hope you all made it into the New Year without too much hustle and plenty of fun.

Maybe, if we are very lucky, 2011 will be a quiet year unlike 2010. No volcanic ash would be a good start. Also let us try to avoid any more plane crashes. Safety has to come first and better customer service will help us feel more welcome on board. I am certainly excited what this year has in store for us and I hope you are too.

This month Georg Stöcker discusses the differences between a camo and a MO in the [main article](#) .

Also included are a couple of [short topics](#) .

In the not so distant future there are our courses, of course. Please have a look at the [open course status](#) and our course updates.

This month we have several [job offers](#) and you can of course continue to send us your job offers.

Have a great February!

Tina Cameron  
Q.C.M. quality control management AG

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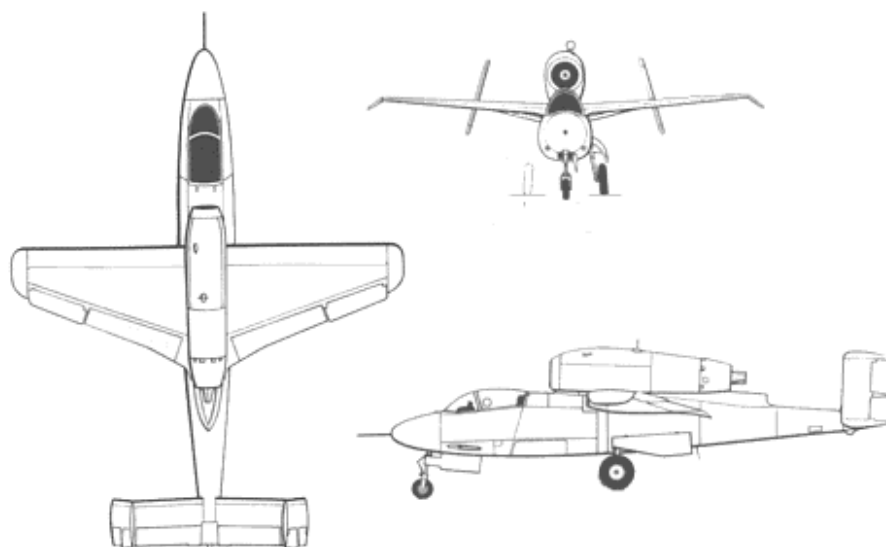
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## Main Article

[Correction for the main article in our Newsletter Issue 12, December 2010](#)

Before I start with a new Newsletter article, I first have to apologize for an error I made in the last one, the main article in our Newsletter Issue 12, December 2010.

In that main article I talked about "Winglets" and mentioned in the history section that "... In World War II they were installed in the series production of the Henschel He 162. Whereby in this application they were installed upside down. ..."



A kind reader, who is very knowledgeable, reminded me that a "Henschel He 162" did not exist; it should be "Heinkel He 162".

During my correction reading I should have noticed that because "He" stands for "Heinkel", whereby "Henschel" is abbreviated with "Hs".

So, thank you dear reader for this helpful input.

But now, let me start with today's issue.

## Main Article

### Continuing Airworthiness Management Organisation (CAMO) versus Maintenance Organisation (MO)

I would like to talk about these two organisations, the responsibilities of these two organisations and the link between these two organisations.

#### What is a CAMO?

The CAMO is an organisation approved in accordance with Part-M Section A Subpart G which may:

- manage the continuing airworthiness of aircraft, and
- be approved to carry out airworthiness reviews and
  - issue the related airworthiness review certificate and extend it in due time, and
  - issue a recommendation for the airworthiness review to the competent authority of the Member State of registry.

#### When is it required that the continuing airworthiness of an aircraft is managed by a CAMO?

The tasks associated with continuing airworthiness must be performed by a CAMO in the case of:

- large aircraft, or
- aircraft used for commercial air transport, or
- aircraft used for commercial operation other than commercial air transport.

### **What is a MO?**

The MO is an organisation approved in accordance with Part-M Section A Subpart F or Part-145 which may:

- maintain any aircraft and/or component for which it is approved, and
- issue the certificate of release to service on completion of such maintenance.

### **What is the difference between a MO approved in accordance with Part-145 and a MO approved in accordance with Part-M Section A Subpart F?**

Maintenance of large aircraft, aircraft used for commercial air transport and components thereof must be carried out and the release to service after such maintenance must be issued by a MO approved in accordance with Part-145.

Maintenance of aircraft other than large aircraft, aircraft used for commercial operation other than commercial air transport, aircraft used for other than commercial operation and components thereof may be carried out and the release to service after such maintenance may be issued by a MO approved in accordance with Part-M Section A Subpart F.

### **What are the responsibilities of a CAMO?**

The CAMO is responsible for the proper accomplishment of the tasks associated with continuing airworthiness.

### **What are the responsibilities of a MO?**

The MO is responsible for the tasks performed.

### **What is the link between a CAMO and a MO?**

As a MO we are not allowed to carry out any work on an aircraft or a component without agreement from the owner or operator.

This agreement is reflected either

- in a maintenance contract between the owner and the MO, or
- in an individual work order issued by the owner to the MO.

In the case where the tasks associated with continuing airworthiness are performed by a CAMO, this CAMO must agree to carry out such a work.

In this case this agreement is either

- based on a maintenance contract between the CAMO and the MO, or
- based on an individual work order issued by the CAMO to the MO.

### **Conclusion:**

Whenever the tasks associated with continuing airworthiness are performed by a CAMO, this CAMO is the customer for the MO.

Hereby, neither the CAMO nor the MO is responsible for the continuing airworthiness of aircraft.

The responsibility for the continuing airworthiness rests with the owner/operator and the owner/operator must ensure that no flight takes place unless:

1. the aircraft is maintained in an airworthy condition, and;
2. any operational and emergency equipment fitted is correctly installed and serviceable or clearly identified as unserviceable, and;
3. the airworthiness certificate remains valid, and;
4. the maintenance of the aircraft is performed in accordance with the approved maintenance programme.

## Shortnews

### Notices of Proposed Amendments (NPAs)

| TITLE   | DATE PUBLISHED | END OF COMMENT |
|---|----------------|----------------|
| NPA 2010-14<br>Implementing Rules on Flight and Duty Time Limitation and rest requirements for commercial air transport (CAT) with aeroplanes | 2010-12-20     | 2011-03-20     |
| NPA 2010-13<br>Environmental protection – classification of changes to a type design  | 2010-11-23     | 2011-02-23     |

## Shortnews

### FAA Raises Safety Rating for Croatia

Croatia is upgraded from Category 2 to Category 1. The decision to raise the safety rating was based on the results of a reassessment of Croatia's civil aviation authority.

## Shortnews

### Update Building Project Q.C.M.

The building works are coming along nicely. You can already see parts of our new offices. And we finally have a roof!!!!



## Training up-date

All scheduled courses from February to April are listed below.

Please note that we offer a Learjet 60 Familiarisation course in Milan, Italy from the 21st – 23rd March. If you are interested in participating please contact our office.

All other information regarding Q.C.M.'s courses and services as well as an overview of 2011 course-dates are published on our website [www.qcm.ch](http://www.qcm.ch).

Please feel free to call us if any questions arise. You will find our contact details [at the end of this newsletter](#).

## Open Course Status February 2011 - April 2011

| Course title                                      | Dates            | Places available |
|---|------------------|------------------|
| Human Factors Initial                             | 07. – 08.02.2011 | 3                |
| Safety & Quality Management Systems in Aviation   | 21. – 24.02.2011 | 5                |
| EASA Part-66 /Part-147                            | 28. – 02.03.2011 | open             |
| EASA Part-145 (Vienna)                            | 07. – 09.03.2011 | open             |
| EASA Part-M Subpart G (Vienna)                    | 14. – 16.03.2011 | open             |
| Airworthiness Review for ARC Signatories (Vienna) | 17.03.2011       | open             |
| Internal Auditor                                  | 21. – 23.03.2011 | open             |
| Learjet 60 Familiarisation (Milan, Italy)         | 21. – 23.03.2011 | open             |
| EASA Part-21 DOA Basic Training (Vienna)          | 28. – 29.03.2011 | open             |
| EASA Part-21 POA Differential Training (Vienna)   | 30.03.2011       | open             |
| Safety Management Systems Basic                   | 04. – 05.04.2011 | open             |
| EASA Part-M Subpart G Refresher                   | 11.04.2011       | open             |
| Aviation Legislation                              | 12.04.2011       | open             |
| Stock Management                                  | 13. – 14.04.2011 | open             |
| EASA Part-21 DOA Expert Training (Vienna)         | 18. – 19.04.2011 | open             |

If not stated otherwise, courses take place in our facilities in Kehrsatz/Bern.  
Please "click" on the Course title for detailed Information.

## Jobmarket

Take advantage of our Newsletter platform if you wish to publish a job advertisement or if you are looking for a new challenge in the aviation business.

Important:

Please note that details of job advertisements or searches for the next edition must reach our office ([info@qcm.ch](mailto:info@qcm.ch)) **by 22nd of next month. Without further notice, your advert will be published only once.**

Contact details may be directly integrated in your advertisement or be deposited at Q.C.M. AG.

## Joboffer

**Aircraft Maintenance Manager Aeroplane Department**



To support our maintenance team, Air-Glaciers is looking for:

### **Aircraft Maintenance Manager** Aeroplane Department

You fulfil the following requirements

- You are an experienced licensed Mechanic Part-66 Cat. B1, C
- Typerated on Hawker Beechcraft 200 Series (PWC PT6)  
Pilatus PC6 (PWC PT6)
- You are fluent in English both written and spoken
- A working knowledge of Office Word /Excel /etc.

We offer you an attractive position, work within a small team of mechanics with a wide experience on Beech and PC6, remuneration in accordance with your experience and your competence.

**For consideration, forward your complete resume and references to:  
Air Glaciers SA, PO Box 27, CH-1951 Sion, Switzerland.**

## Joboffer

### **Q.C.M. is looking for employees in the following departments**

#### **Q.C.M. camo plus AG**

To support our young team in the management of aircrafts the Q.C.M. camo plus AG is looking for:

#### **1. Maintenance Coordinator**

You fulfil the following requirements

- You should have experience in the field of Maintenance Planning
- You have finished your training as Aircraft Mechanic /Aircraft Technician
- Ideally you have experience with the planning tool AMO /CAMP /AMOS
- You are fluent in English both written and spoken
- A working knowledge of Office Word /Excel /etc.

Work place is Kehrsatz /Switzerland, employment 80-100%

Contact Person:

**Lukas Oppliger**  
[oppliger@camoplus.ch](mailto:oppliger@camoplus.ch)

#### **Q.C.M. maintenance AG**

To support our young maintenance team, Q.C.M. maintenance AG is looking for:

#### **2. Certifying Staff**

You fulfil the following requirements

- You are an experienced licensed Mechanic Part-66 Cat. B1
- Ideally typerated on Bombardier Challenger 604, Embraer 135 BJ or Cessna products
- You are fluent in English both written and spoken
- A working knowledge of Office Word /Excel /etc.

Work place is Kehrsatz /Switzerland and partly our offices in Germany and Italy, employment 80-100%

Contact Person:  
**Markus Enck**  
[enck@qcm.ch](mailto:enck@qcm.ch)

## Joboffer

### Quality Manager (m/w)

A maintenance organisation in Germany is looking for a fulltime Quality Manager. Several years of working as a QM in aviation are desirable.

Candidates must have a good level of spoken and written English as well as German. Working independently and self reliant are key factors for this position.

If you are interested please contact the Q.C.M. office.

## Previous Newsletters

Are you interested in previous issues of our newsletter ?

[Visit the Newsletter-Archive](#)

## Contact



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We hope that you have found this months newsletter interesting and informative. Do not hesitate to contact us for further information.



