



## Editorial



### Dear Readers,

Welcome to our March edition.

Here we are again. The first quarter of the year is over, spring is well on its way and we are looking forward to garden parties and holidays. While some of us are using the beautiful weather for some winter sports before the season is over, others are having the first barbecue of the year. It is fascinating to observe how the season change affects people. Suddenly the streets are filled, cinemas are empty and those breaks we were dreaming of during the winter months are drawing closer. The wanderlust infects everyone and we start counting the days to our holidays. And in the meantime we go out for walks and drinks in the beer garden.

This month Georg Stöcker discusses Parts Manufacturer Approval 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 [two job offers](#) and you can of course continue to send us your job offers.

Enjoy your April and let's hope that the weather will not be as confusing as usual!

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

## In this Newsletter

- ▶ [Parts Manufacturer Approval \(PMA\)](#)
- ▶ [Notices of Proposed Amendments \(NPAs\)](#)
- ▶ [FAA Statement on March 27 Incident in Florida](#)
- ▶ [Q.C.M. Event 2011](#)
- ▶ [Update Building Project Q.C.M.](#)
- ▶ [Training Update](#)
- ▶ [Open Course Status April 2011 - June 2011](#)
- ▶ [Jobmarket](#)

Q.C.M.  
quality control management AG  
Bernstrasse 70  
CH-3122 Kehrsatz BE  
Tel: 0041 31 960 40 60  
Fax: 0041 31 960 40 65  
E-Mail: [info@qcm.ch](mailto:info@qcm.ch)  
Website: [www.qcm.ch](http://www.qcm.ch)

## Main Article

### Parts Manufacturer Approval (PMA)

\*\*\*\*\* 1 \*\*\*\*\*

In the last Newsletter (February 2011) I talked about "Acceptable Certificates" and provided a brief procedure which can be used as a tool for the receiving process.

Once again I have to say thank you to a very attentive and knowledgeable reader who provided inputs and made me aware that the way this was written in a certain aspect can be easily misinterpreted.

The issue this reader stumbled over is the way I defined the term "Standard Part". According to this readers opinion, and this is correct, the way I defined this term can be read in such a way that a component of the "anti-collision system" of a Boeing 747 could be looked at as a standard part. And definitely, that is not correct. What my fault was in writing this article, I started a new paragraph where I should not have done that.

To make it clear for everybody, here the correct wording as it is reflected in the Acceptable Means of Compliance (AMC) to Part-M.

AMC M.A.501(c) Installation

1. Standard parts are:

- a. parts manufactured in complete compliance with an established industry, Agency, competent authority or other Government specification which includes design, manufacturing, test and acceptance criteria, and uniform identification requirements. The specification should include all information necessary to produce and verify conformity of the part. It should be published so that any party may manufacture the part. Examples of specifications are National Aerospace Standards (NAS), Army-Navy Aeronautical Standard (AN), Society of Automotive Engineers (SAE), SAE Sematec, Joint Electron Device Engineering Council, Joint Electron Tube Engineering Council, and American National Standards Institute (ANSI), EN Specifications etc.
- b. For sailplanes and powered sailplanes, non-required instruments and/or equipment certified under the provision of CS 22.1301(b), if those instruments or equipment, when installed, functioning, functioning improperly or not functioning at all, do not in itself, or by its effect upon the sailplane and its operation, constitute a safety hazard.

"Required" in the term "non-required" as used above means required by the applicable airworthiness code (CS 22.1303, 22.1305 and 22.1307) or required by the relevant operating regulations and the applicable Rules of the Air or as required by Air Traffic Management (e.g. a transponder in certain controlled airspace).

Examples of equipment which can be considered standard parts are electrical variometers, bank/slip indicators ball type, total energy probes, capacity bottles (for variometers), final glide calculators, navigation computers, data logger / barograph / turnpoint camera, bug-wipers and anti-collision systems.

Equipment which must be approved in accordance to the airworthiness code shall comply with the applicable ETSO or equivalent and is not considered a standard part (e.g. oxygen equipment).

2. To designate a part as a standard part the TC holder may issue a standard parts manual accepted by the competent authority of original TC holder or may make reference in the parts catalogue to a national/international specification (such as a standard diode/capacitor etc) not being an aviation only specification for the particular part.
3. Documentation accompanying standard parts should clearly relate to the particular parts and contain a conformity statement plus both the manufacturing and supplier source.

Some material is subject to special conditions such as storage condition or life limitation etc. and this should be included on the documentation and/or material packaging.

4. An EASA Form 1 or equivalent is not normally issued and therefore none should be expected.

Reading through that AMC it is clear that "anti-collision systems" can only be regarded as standard parts once those are installed onto sailplanes and are therefore certified under CS-22.

\*\*\*\*\* 2 \*\*\*\*\*

A second issue this reader brought up, and to be honest I received a comment from a second reader with respect to the same subject, is the issue "PMA Parts".

Both readers mentioned that I should have briefly talked about that as well.

And, what to say, both readers are correct.

So, let me have some words to the issue "PMA Parts".

### **Parts Manufacturer Approval (PMA)**

#### **1. What is a PMA?**

According to the US FAA (see [http://www.faa.gov/aircraft/air\\_cert/design\\_approvals/pma/](http://www.faa.gov/aircraft/air_cert/design_approvals/pma/))

"Parts Manufacturer Approval (PMA)" is a combined design and production approval for modification and replacement parts. It allows a manufacturer to produce and sell these parts for installation on type certificated products. We approve materials, processes, appliances and other parts by other means like a Technical Standards Order (TSO) or in conjunction with a type certificate. Order 8110.42 prescribes the approval procedures for FAA personnel and guides applicants in the approval process.

So, a PMA is an approval issued by the FAA which allows to produce replacement parts by any manufacturer.

This manufacturer must proof the following (see Order 8110.42, Chapter 1, Figure 1):

"Show that the design meets the applicable airworthiness standards by either of the following two ways:

- (1) Showing that the PMA part's design is identical to the design of a part that is covered under a TC, or
  - (2) Using test and computation that shows the PMA part's design meets the airworthiness requirements that apply to the affected product.
    - Set installation eligibility.
    - Ensure the part performs its intended function.
    - Provide a plan for continued operational safety (COS).
    - Determine part criticality by assessing the consequences of PMA part failure on the next higher assembly and associated product.
    - Provide instructions for continued airworthiness (ICA) for the PMA part or product as necessary.
- Set up and maintain a FIS to meet the requirements of 14 CFR § 21.303(h).
  - Report service difficulties.
  - Draft a PSCP if applicable."

#### **2. Can we install a part manufactured under a PMA onto an aircraft registered in a Member State?**

Yes, if ...

Decision No 2007/003/C of 16 July 2007 "On the Acceptance of Certification Findings made by the Federal Aviation Administration of the United States of America (FAA) for Parts Designed in the United States of America under the Part Manufacturer Approval (PMA) System of the FAA" defines the following:

#### **Article 1**

#### **Approval of the design of certain PMA parts**

An approval is hereby issued by the Agency to an organisation under the regulatory oversight of the FAA for a part designed under their PMA system, provided that:

(a) The PMA part is not a "critical component".

A "critical component" is a part identified as critical by the design approval holder during the validation process, or otherwise by the exporting authority. Typically, such components include parts for which a replacement time, inspection interval, or related procedure is specified in the Airworthiness Limitations section or certification maintenance requirements of the manufacturer's maintenance manual or Instructions for Continued Airworthiness.

The statement "This PMA part is not a critical component" should be written in Block 13 of the FAA Form 8130-3;

OR

(b) The PMA part conforms to design data obtained under a licensing agreement from the holder of the FAA design approval according to 14 CFR § 21.303(c)(4) of the Federal Aviation Regulations. The statement "Produced under licensing agreement from the FAA design approval

holder" should be written in Block 13 of FAA Form 8130-3;

OR

(c) The PMA holder can show that the part has received an explicit approval by means of a design change or STC from the Agency or, when this approval was granted prior to 28 September 2003, from any of the National Aviation Authorities of the Members States of the European Union. The reference to this authorization should be written in Block 13 of the FAA Form 8130-3.

**Article 2**

1. This decision shall enter into force on the date of its signature.

Based on that ED Decision we can install PMA parts onto an aircraft registered in a Member State provided it complies with this Article 1.

\*\*\*\*\* 3 \*\*\*\*\*

A third issue I wanted to bring up is a new document which has been published on 15 March 2011 on the EASA homepage and which enters into force on 1 May 2011.

The document I am talking about is the

"Agreement between the United States of America and the European Community on cooperation in the regulation of civil aviation safety"

The purpose of the agreement is to enable the reciprocal acceptance of findings of compliance and approvals, promote a high degree of safety in air transport and ensure regulatory cooperation and harmonisation between the United States and the EU as regards airworthiness approvals and monitoring of civil aeronautical products, environmental testing and approvals of such products, and approvals and monitoring of maintenance facilities.

This document replaces the bilateral agreements which have been signed between the United States and individual European States.

Not all of the Member States fall under this agreement. Each participating State is individually listed in this agreement.

You will find this agreement under the following link:

[http://www.consilium.europa.eu/uedocs/cms\\_Data/docs/pressdata/en/trans/119884.pdf](http://www.consilium.europa.eu/uedocs/cms_Data/docs/pressdata/en/trans/119884.pdf)

**Shortnews**

**Notices of Proposed Amendments (NPAs)**

TITLE	DATE PUBLISHED	END OF COMMENT
NPA 2011-4 Turbine Engine Certification Specifications in Icing Conditions	2011-03-22	2011-06-22
NPA 2011-3 Large Aeroplane Certification Specifications in Supercooled Large Drop, Mixed phase, and Ice Crystal Icing Conditions	2011-03-22	2011-06-22
NPA 2011-02 Standardised European Rules of the Air (SERA) Part B - Requirements regarding Services in Air	2011-02-10	2011-05-10

Navigation		
NPA 2011-01	2011-02-08	2011-05-08
Free Gas Balloons and Hot Air Balloons		

## Shortnews

### FAA Statement on March 27 Incident in Florida

The following statement was released by the FAA on March 29th:

The FAA is investigating an incident that occurred on Sunday March 27, 2011 when an air traffic controller in the Central Florida Terminal Radar Approach Control (TRACON) requested assistance from a passenger aircraft in checking on a Cirrus SR22 aircraft that had been out of radio contact for over one hour. The Cirrus was on course for Kissimmee, FL and maintaining altitude at 11,000 feet. Air traffic controllers at Jacksonville Center (ZJX) repeatedly tried to reach the aircraft without success.

Southwest 821 (SWA821), a Boeing 737, was ten miles in trail of the Cirrus at 12,000 feet and heading for Orlando International Airport (MCO). The controller asked the Southwest crew if they could check the cockpit of the Cirrus. The Southwest crew agreed, was directed towards the Cirrus and reported the aircraft in sight. The Southwest pilots reported seeing two people in the cockpit. The Southwest flight turned away and the air traffic controller then vectored the aircraft for its arrival at Orlando International Airport. Approximately thirty seconds later the Cirrus contacted Jacksonville Center who gave them the current frequency. Both aircraft landed safely at their destinations.

Preliminary information indicates that there was a loss of required separation between the two aircraft. The FAA has suspended the air traffic controller, who is a supervisor.

"By placing this passenger aircraft in close proximity to another plane, the air traffic controller compromised the safety of everyone involved. This incident was totally inappropriate," said FAA Administrator Randy Babbitt. "We are reviewing the air traffic procedures used here and making sure everyone understands the protocols for contacting unresponsive aircraft."

## Shortnews

### Q.C.M. Event 2011

As you all know by now we are building a new office and training centre. To celebrate its opening we will hold our Event in the new buildings. The date for this special occasion is the 09th, September 2011. You are all more than welcome to join us for this. If you already know that you will attend and need a hotel room please contact our office as we have reserved some rooms in local hotels.

## Shortnews

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

As you can see the work is going well. The brickwork is being put up right now and inside the buildings tiles are being laid and ceilings plastered.



## Training up-date

All scheduled courses from April to June are listed below.

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 April 2011 - June 2011

Course title	Dates	Places available
Safety Management Systems Basic	04. – 05.04.2011	5
EASA Part-M Subpart G Refresher	11.04.2011	open
Stock Management	13. – 14.04.2011	open
Fuel Tank Safety (Phase 1 and 2)	02.05.2011	2
EWIS	03.05.2011	2
EU-OPS 1 /JAR-FCL 1	09. – 11.05.2011	open
Maintenance Program (course language: German) (Berlin)	25.05.2011	5
EASA Part-M Subpart G	20. – 22.06.2011	open
Airworthiness Review for ARC Signatories	23.06.2011	open
NiCad Batteries	28. – 29.06.2011	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

## SkyWork Airlines AG - Postholder Maintenance



SkyWork Airlines AG ist eine mit Regionalflugzeugen und Business Jets operierende schweizerische Fluggesellschaft mit Sitz am Flughafen Bern-Belp. Das aufstrebende und sich rasch entwickelnde Unternehmen sucht ab 1. Juni 2011 oder nach Vereinbarung eine/n:

### Postholder Maintenance, CAMO 100% Technischer Leiter (w/m)

#### Ihr Aufgabengebiet:

- technische Überwachung und Sicherstellung einer lückenlosen Wartung unserer Business-Jet und Regionalflugzeug-Flotte
- Offertwesen, Auftragserteilung und Kostenkontrolle im gesamten Unterhaltsbereich
- Erarbeitung und Aktualisierung von internen technischen Dokumenten und Reglementen
- Ausgestaltung und Einhaltung von Verträgen mit Unterhalts- und Fabrikationsbetrieben sowie Flugzeugherstellern
- Koordination mit der Einsatzleitung Ground Operations
- Schichtarbeit und Wochenenddienst

#### Ihr Profil:

- Sie verfügen über eine mechanische oder elektronische Grundausbildung und mehrere Jahre Berufserfahrung im Bereich Unterhalt von Verkehrsflugzeugen (Part 66 Lizenz oder gleichwertig).
- Sie verfügen über eine kaufmännische Weiterbildung.
- Sie haben fundierte Kenntnisse der EU-OPS und EASA Vorschriften.
- Sie haben Erfahrung im Bereich Continuing Airworthiness Management gesammelt.
- Sie sind selbständig, belastbar, flexibel und zuverlässig.
- Sie sprechen sehr gut Deutsch und Englisch und möglicherweise auch Französisch.

#### Wir bieten:

- Abwechslungsreiches und spannendes Tätigkeitsgebiet
- Führung eines überschaubaren Maintenance Planner Teams
- Mitarbeit in einem expandierenden Flugunternehmen mit positiven Zukunftsperspektiven
- Vorbehalt: ein positiv ausgewählter Kandidat muss ein Assessment beim Bundesamt für Zivilluftfahrt durchlaufen und bestehen.

Haben wir Ihr Interesse geweckt? Ihre kompletten schriftlichen Bewerbungsunterlagen mit Foto senden Sie bitte an folgende Adresse:

SkyWork Airlines AG  
z. Hd. Frau Susanne Dietrich  
Human Resources – Maintenance  
Aemmenmattstr. 43

CH-3123 Belp  
 @: [job@skywork.ch](mailto:job@skywork.ch)  
 T: +41 31 810 18 18

Joboffer

## SkyWork Airlines AG - Maintenance Planer (w/m), 100%



SkyWork Airlines AG ist eine mit Regionalflugzeugen und Business Jets operierende schweizerische Fluggesellschaft mit Sitz am Flughafen Bern-Belp. Das aufstrebende und sich rasch entwickelnde Unternehmen sucht ab 1. Juni 2011 oder nach Vereinbarung eine/n:

### Maintenance Planer (w/m), 100%

#### Ihr Aufgabengebiet:

- Planung und Koordination der lückenlosen Wartung unserer Flugzeugflotte sowie deren Komponenten
- Erstellung und Aktualisierung der technischen Dokumentation sowie von Reglementen
- Koordination von AOG's

#### Ihr Profil:

- Sie haben eine flugzeugtechnische oder flugzeugelektronische Grundausbildung.
- Sie haben Kenntnisse im kaufmännischen Bereich.
- Sie haben mindestens 4 Jahre Berufserfahrung in der Wartung von Verkehrsflugzeugen.
- Wenn Sie eine Aircraft Lizenz Dash8-Q400/300, Dornier 328 od. Cessna Citation mitbringen ist dies von Vorteil.
- Sie bringen arbeitszeitliche Flexibilität und die Bereitschaft zum Schichtdienst mit.
- Sie arbeiten selbständig, exakt und sind belastbar sowie zuverlässig.
- Sie haben sehr gute Sprachkenntnisse der deutschen und englischen Sprache in Wort und Schrift.
- Sie haben sehr gute MS Office Anwenderkenntnisse (Word, Excel, Outlook).

#### Wir bieten:

- Abwechslungsreiches und spannendes Tätigkeitsgebiet
- Mitarbeit in einem expandierenden Flugunternehmen mit positiven Zukunftsperspektiven
- Moderner Arbeitsplatz in einem jungen, dynamischen Team

Bitte senden Sie Ihre vollständigen Bewerbungsunterlagen mit Foto per Post oder elektronisch an:

SkyWork Airlines AG  
 z. Hd. Frau Susanne Dietrich  
 Human Resources – Maintenance  
 Aemmenmattstr. 43  
 CH-3123 Belp  
 @: [job@skywork.ch](mailto:job@skywork.ch)  
 T: +41 31 810 18 18

## Previous Newsletters

Are you interested in previous issues of our newsletter ?

[Visit the Newsletter-Archive](#)

## Contact



**Q.C.M. quality control management AG**  
Bernstrasse 70  
CH-3122 Kehrsatz BE

Tel: 0041 31 960 40 60  
Fax: 0041 31 960 40 65

E-Mail: [info@qcm.ch](mailto:info@qcm.ch)  
Website: [www.qcm.ch](http://www.qcm.ch)

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



# NEWSLETTER