



## Editorial



**Dear Readers,**

Welcome to our May edition.

As you are all aware there was a short scare at the end of the month concerning a new volcanic cloud coming from Iceland once again. However, after closing several airports in the UK and other European countries, the cloud was classified as harmless. Flights and airports now operate as usual. This is lucky for me because I am flying to Germany in the beginning of June. Otherwise my mother would probably go to Iceland herself and tell the volcano of if it prevents me from visiting her.

This month Georg Stöcker discusses the bilateral agreement between the European Union and the United States of America 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 one [job offer](#) and you can of course continue to send us your job offers.

In June there are some public holidays coming up perfect for having barbecues and little family get-togethers. Enjoy!

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

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## Main Article

### EU / US Bilateral Agreement

On 15 March 2011 the Council of the European Union published the

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

which entered into force on 1 May 2011.

After several years hard work the two governments agreed the procedures to closely cooperate in civil aviation safety.

#### 1. What is the purpose of this agreement?

The purpose of this agreement is:

- enable the reciprocal acceptance of findings of compliance and approvals;
- promote a high degree of safety in air transport;
- ensure the continuation of the high level of regulatory cooperation and harmonization between the two governments in the fields of:
  - airworthiness approvals and monitoring of civil aeronautical products;
  - environmental testing and approvals of civil aeronautical products; and
  - approvals and monitoring of maintenance facilities.

#### 2. How is this agreement structured?

You can find the detailed structure of this agreement at the end of this article.

#### 3. Who can make findings of compliance and approval?

This agreement has been signed by the European Union and the United States, whereby the findings of compliance and approvals are made by

- "Technical Agents" means, for the United States, the Federal Aviation Administration (FAA); and for the European Community, the European Aviation Safety Agency (EASA); and
- "Aviation Authorities" means a responsible government agency or entity of a European Union Member State that exercises legal oversight on behalf of the European Community.

#### 4. Is this agreement immediately applicable to all Member States of the European Union?

The Agreement has been signed by the United States of America and the European Community, whereby the "Technical Agents" who are considered to be qualified are listed in Annex 2 Appendix 2.

This list shows that not all of the Member States of the European Union are included in this Agreement.

The Technical Agents are:

- FAA and EASA and
- Aviation Authorities of the following EU Member States
  - Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Ireland, Italy, Luxembourg, Malta, Netherlands, Poland, Portugal, Spain, Sweden, United Kingdom

#### 5. Is this agreement applicable to the associated Member States of EASA?

With "associated Member States of EASA" I talk about the States

- Iceland, Liechtenstein, Norway, Switzerland

These States are not included and consequently have to define their own bilateral agreements with the United States of America.

6. What happens now to all the individual bilateral agreements which have been agreed on between the United States and the individual Member States of the European Union?

Article 16 "Other Agreements" requires that necessary measures are taken to amend or terminate, as appropriate, the bilateral agreements between the United States and the individual participating Member States of the European Union.

7. What is the effect on the daily business?

7.1 Organisation approvals

With respect to certification of organisations, the Member State Authorities take over certain duties of the FAA, whereby the FAA takes over certain duties of the EASA.

The Member State Authorities act as point of contact to the European organisations during the certification as well as during the surveillance process regarding FAA organisation approvals.

The FAA acts as point of contact to the American organisations during the certification as well as during the surveillance process regarding EASA organisation approvals.

The detailed acceptance procedures will be discussed in a next Newsletter.

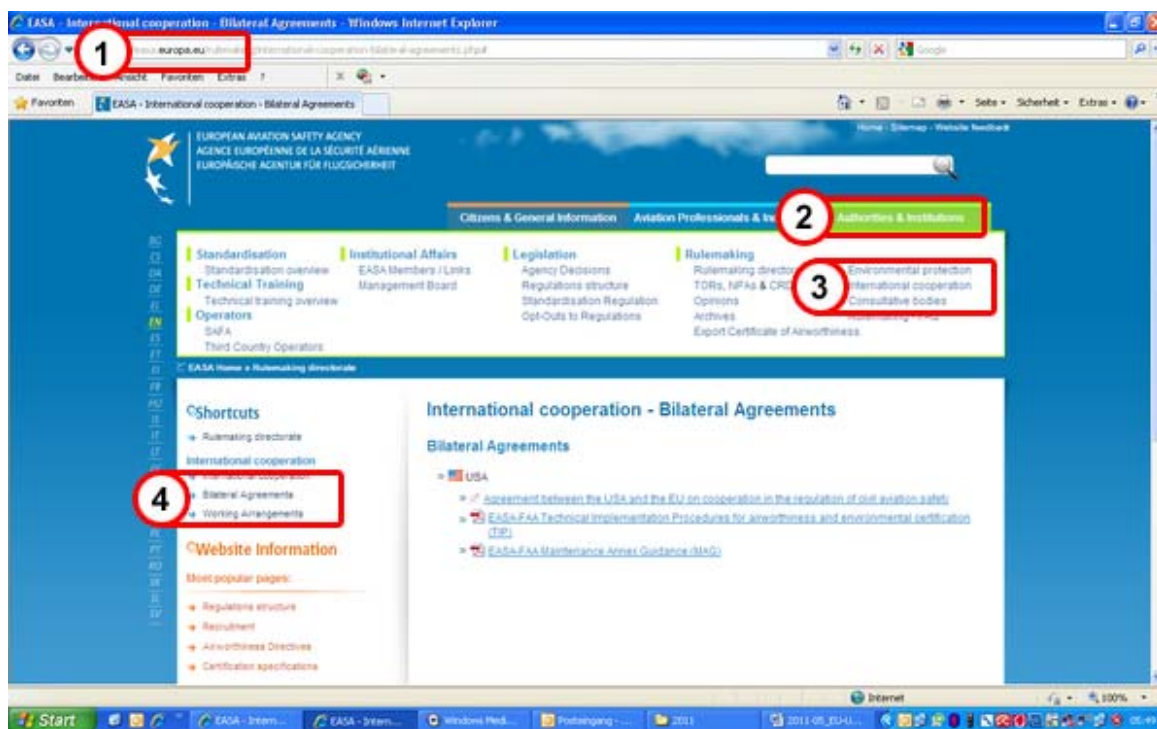
7.2 Product certification

Up to a certain extent a product can be accepted immediately once it has certified under the system of the other party.

The detailed acceptance procedures will be discussed in a next Newsletter.

8. Where can we find this agreement and the related "Technical Implementation procedures" and "Maintenance Annex Guidance"?

These documents are published on the EASA homepage under the following link:  
<http://easa.europa.eu/rulemaking/international-cooperation-bilateral-agreements.php#>



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APPENDIX: Detailed structure of the Agreement

- Article 1 Definitions
- Article 2 Purpose and Scope
- Article 3 Executive Management
- Article 4 General Provisions
- Article 5 Annexes
- Article 6 Regulatory Cooperation and Transparency
- Article 7 Cooperation in Quality Assurance and Standardization Inspection Activities
- Article 8 Cooperation in Enforcement Activities
- Article 9 Exchange of Safety Data
- Article 10 Applicable Requirements, Procedures, and Guidance Material
- Article 11 Protection of Proprietary Data and Requests for Information
- Article 12 Applicability
- Article 13 Unimpeded Access
- Article 14 Fees
- Article 15 Preservation of Regulatory Authority
- Article 16 Other Agreements
- Article 17 Consultations and Settlement of Disputes
- Article 18 Suspension of Acceptance of Findings
- Article 19 Entry into Force, Amendments, and Termination

Attachment 1

List of existing bilateral agreements

Annex 1 Airworthiness and environmental certification

Appendix

Airworthiness and environmental certification - EASA, Aviation Authority, and U.S. products, associated export documentation, and technical assistance activity accepted under this agreement

Annex 2 Maintenance

- Appendix 1 Special Conditions
- Appendix 2 Technical Agents considered qualified for the purposes of this Annex
- Appendix 3 Aviation Authority procedures
- Appendix 4 EASA Form 3 – U.S. Approval Certificate

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We wish you a successful future while working under the terms of the bilateral agreement.

**Shortnews**

**Notices of Proposed Amendments (NPAs)**

TITLE	DATE PUBLISHED	END OF COMMENT
NPA 2011-08 Implementation of CAEP/8 amendments	2011-05-16	2011-08-16
NPA 2011-07 Appendix 1 Aircraft type ratings for Part-66 aircraft maintenance licence	2011-05-05	2011-08-05
NPA 2011-05 Third Country Operators	2011-04-01	2011-07-01
NPA 2011-04		

Turbine Engine Certification Specifications in Icing Conditions	2011-03-22	2011-06-22
NPA 2011-03 Large Aeroplane Certification Specifications in Supercooled Large Drop, Mixed phase, and Ice Crystal Icing Conditions	2011-03-22	2011-06-22

## Shortnews

### Nomad Aviation voted one of Top 3 European Business Aviation Companies

Top Flight Magazine in Russia voted its top business aviation companies. Together with Global Jet Concepts and VistaJet, Nomad Aviation is among the top three in the European market.

## Shortnews

### EBACE 2011

Our visit to the EBACE this year was once more a success. We thank all our friends, colleagues, and clients old and new for taking the time to visit us.

## 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

### Rooms to rent

From 25. July 2011 on you can rent hotel rooms as well as seminar rooms at our new facility in Belp. For price details and more information please contact us.

## Shortnews

### New Address from 16. July 2011

From the 16. July on we have a new address:

Q.C.M. quality control management AG  
Eichholzweg 20-24  
3123 Belp



All phone numbers and email addresses will stay the same!

## Shortnews

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

The building works are almost complete. In only six weeks we will move into our new offices in Belp. The kitchens are being fitted and the carpet unrolled.



## Training up-date

All scheduled courses from June to August are listed below.  
**There will be no open courses in July.**

### Learjet 35 B1 Theoretical Type Training

Please be informed, that we conduct a Learjet 35 B1 Theoretical Type Training starting on 14.11.2011 in Nyköping / Sweden.  
 If you would like to register for the course or need more information please contact our office in the usual ways.

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 June 2011 - August 2011

Course title	Dates	Places available	Instructor
EASA Part-145 Refresher	09.06.2011	open	G. Stöcker
EASA Part-M Subpart G	20. – 22.06.2011	3	P. Baumann
Airworthiness Review for ARC Signatories	23.06.2011	open	P. Baumann
NiCad Batteries	28. – 29.06.2011	open	A. Bürgi
Fuel Tank Safety Phases 1 + 2 (Vienna)	02.08.2011	open	P. Baumann
EWIS (Vienna)	03.08.2011	open	P. Baumann
Accountable Manager	08. – 09.08.2011	open	P. Baumann
EASA Part-145	22. – 24.08.2011	open	G. Stöcker
Human Factors Refresher	29.08.2011	open	A. Bürgi

If not stated otherwise, courses take place in our facilities in **Kehrsatz/Berne**.  
**From August on all courses will take place in our new offices in Belp unless otherwise stated.**

## 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

[www.rent-a-jet.de](http://www.rent-a-jet.de)

www.rent-a-jet.de



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## Contact

We hope that you have found this months



We hope that you have found this morning newsletter interesting and informative.

Do not hesitate to contact us for further information.



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**NEWSLETTER**