



Editorial



Dear Readers,

Welcome to our June edition.

Isn't this weather crazy? Hot, cold, sun, rain. I feel like I am stuck in April. It would be nice if whoever is responsible for it could make up their mind. Well, at least it does not get boring and we have

a sure topic for discussion.

In aviation we are in the middle of the busiest time of the year. Holiday goers take over the airports wishing to escape to their destinations as quickly as possible. For the most part everything goes smoothly but sometimes luggage arrives late, planes are delayed and let's not forget the all-time favourite: gate change. Somehow I am always delayed on my return journey and as a consequence I have to change gates quite a lot. This is always tons of fun. Sitting at gate 48 and then being told that I should be at gate 2. After all passengers rush to said gate and have just settled down we are informed that we should actually reconvene at gate 67. This is all well and good but the least we could expect at the end of all this rushing around is a "Sorry for the inconvenience." But apparently some airline employees have missed out on such trivial politeness. Mostly, however, the lovely people at boarding apologise and explain the situation. This somehow, makes all the hustle easier to bare and not snap at the guardians of the gate.

This month Georg Stöcker continues to discuss the bilateral agreement between the European Union and the United States of America in the [main article](#). This time he focuses on the Maintenance Annex Guidance

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.

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

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Main Article

EU / US Bilateral Agreement Maintenance Annex Guidance

Last month I wrote about the new bilateral agreement signed between the United States of America and the European Union.
This month I think it is worthwhile to discuss the "Maintenance Annex Guidance" to this Bilateral Agreement.

"Maintenance Annex Guidance"

This Maintenance Annex Guidance details EASA, FAA, and applicant actions required to be taken in order

- for an FAA certificated 14 CFR Part 145 repair station primarily located in the U.S. to be approved to EASA Part-145; and
- for an EASA Part-145 Approved Maintenance Organisation to be approved to 14 CFR Part 145.

The FAA and EASA have established the differences between EASA Part-145 and 14 CFR Part 145 which are listed as Special Conditions in this Maintenance Annex.

As a result,

- an U.S.-based FAA certificated 14 CFR Part 145 repair station, when in compliance with EASA published maintenance special conditions, may apply for an EASA Part-145 approval.
- an EC-based EASA Part-145 approved maintenance organisation, when in compliance with published FAA maintenance special conditions, may apply for a 14 CFR Part 145 approval.

This Agreement between the FAA and the EC permits reliance on each other's surveillance systems to the greatest extent possible.

The "Maintenance Annex Guidance" is divided into the following 3 Sections:

- Section A - Authority Interaction (Not Applicable to Industry)
- Section B - Certification Process for U.S.-Based Repair Stations
- Section C - Certification Process for EC-based Maintenance Organisations

Section A - Authority Interaction (Not Applicable to Industry)

Section A defines the procedures and activities of the FAA, the EASA and the Aviation Authorities.

Hereby, EASA, FAA and the Aviation Authorities shall accept each other's inspections and monitoring of repair stations/maintenance organizations as the basis for the issuance and continued validity of certificates.

Hereby, Aviation Authority means the National Aviation Authority of the EC Member State.

Detailed structure of Section A:

Introduction

I. General

II. Cooperation in Quality Assurance and Standardisation Activities

III. Procedures for Adding and Suspending the Acceptance of Findings and Approvals

IV. Definitions

V. Special Conditions

VI. Transfer provisions

VII. Transition

Appendices

Appendix 1 Contacts FAA/EASA/AA

Appendix 2 EASA Visit Report AMO

Appendix 3 EASA Visit report FSDO

Appendix 4 EASA Visit Report AA

Appendix 5 FAA Sample Audit of National Aviation Authority

Appendix 6 FAA Annex to EASA Form 6

Appendix 7 FAA and EASA Class and Rating Comparison and Guidance

Section B - Certification Process for U.S.-Based Repair Stations

This Section defines how a FAA certificated 14 CFR Part 145 Repair Station located in the United States may qualify to be approved in accordance with EASA Part-145.

According to this Section the applicant must submit to the FAA

- 2 copies of the completed EASA Form 16, and
- an EASA Supplement to the Repair Station Manual/Quality Control Manual (RSM/QCM) based upon the sample EASA Supplement, and
- written confirmation of evidence of need.

When satisfied that the applicant fulfils all requirements, the FAA will make a recommendation to EASA.

On receipt of a recommendation from the FAA and on receipt of the payment of the required fee done by the applicant, EASA will issue the Part-145 approval certificate with a two-year validity period.

The continuous surveillance of the applicant to ensure the validity of the EASA Part-145 approval is carried out by the FAA.

Detailed structure of Section B:

Introduction

I. Initial Certification Process

II. Continuation/Renewal Certification Process

III. Change/Amendment Certification Process

IV. Compliance with EASA Ratings Detailed in Annex II to Commission Regulations (EC) No. 2042/2003

V. Work Away from a Fixed Location

VI. Revocation and Suspension

VII. Appeal and Conflict Resolution

VIII. Transition

Appendices

Appendix 1 Sample EASA Supplement

Appendix 2 EASA Form 16 Application Form

Appendix 3 EASA Form 9 FAA recommendation

Section C - Certification Process for EC-based Maintenance Organisations

This Section defines how an EASA Part-145 approved maintenance organisation located in one of the EC Member States listed in Appendix 2 to Annex 2 of the Agreement (see Main Article of Newsletter 05/2011) may qualify to be in accordance with 14 CFR Part 145.

According to this Section the applicant must

- submit an FAA Supplement, as Chapter 7 of the EASA Part-145 MOE.
- provide the AA with a written statement showing the necessity of the certificate, hereinafter referred to as "Statement of Need."
- provide all documentation submitted to the AA, and required to be forwarded to the FAA, in the English language.

When satisfied that the applicant fulfils all requirements, the Aviation Authority will submit all required documents to the FAA.

On receipt of the application documentation and receipt of the payment of the required fee done by the applicant, the FAA will issue the 14 CFR Part 145 certificate.

and from the FAA and on receipt of the, EASA will issue the Part-145 approval certificate with a twelve-month validity period.

The continuous surveillance of the applicant to ensure the validity of the 14 CFR Part 145 certificate is carried out by the Aviation Authority.

Detailed structure of Section C:

- I. Initial Certification Process
- II. Renewal Certification Process
- III. Change/Amendment Certification Process
- IV. Revisions to the FAA Supplement
- V. Revocation, Suspension and Surrender
- VI. Appeal and Conflict Resolution
- VII. Transition

Appendices

- Appendix 1 Pre-application Statement of Intent Form 8400-6
- Appendix 2 Application for Repair Station Certificate and/or Rating Form 8310-3
- Appendix 3 Sample FAA Supplement to the MOE
- Appendix 4 FAA VIS Information

For more detailed information you find this document under:

http://easa.europa.eu/rulemaking/docs/international/united-states/bilateral-agreements/MAG_signed.pdf

Shortnews

Notices of Proposed Amendments (NPAs)

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TITLE	DATE PUBLISHED	END OF COMMENT
NPA 2011-11 Certification Specifications – Master Minimum Equipment List (CS-MMEL)	2011-06-28	2011-09-28
NPA 2011-10 Certification Specifications – Cabin Crew	2011-06-06	2011-09-06
NPA 2011-09 Incorporation of generic SC and AMC CRIs in CS-25	2011-05-31	2011-08-31
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

Shortnews

New Certified Course According to EASA Part-147

Our newest addition to our Part-147 Certificate is the Differential Course for Bombardier CRJ200 – CL604. If you interested in this course please contact us directly.

» [Download Certificate](#)

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 move is nearly upon us and we are of course very excited to finally see the finished product. The builders are working nonstop so that everything is ready for the big day.



Training up-date

All scheduled courses from July to September are listed below.

EASA Part-66/147 Course

We are planning an EASA Part-66/147 on 02.-04. August 2011 in Braunschweig, Germany.

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.

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

Course title	Dates	Places available	Instructor
Bombardier CRJ200-CL604 Differential (Nürnberg)	11. – 15.07.2011	open	Ingmar Peplinsky
EASA Part-66/147 (Braunschweig)	02. – 04.08.2011	open	Jürgen Feldhoff
Fuel Tank Safety Phases 1 + 2 (Vienna)	02.08.2011	open	Paul Baumann
EWIS (Vienna)	03.08.2011	open	Paul Baumann
Accountable Manager	08. – 09.08.2011	open	Paul Baumann
EASA Part-145	22. – 24.08.2011	2	Georg Stöcker
Human Factors Refresher	29.08.2011	open	Anton Bürgi
	05. –	open	Walter Brisch, Hans

Learjet 55 Level 3, B1.1	23.09.2011		Apfel
Safety & Quality Management Systems in Aviation	05. – 08.09.2011	open	Markus Friedli
EASA Part-M Subpart G	12. – 14.09.2011	6	Paul Baumann
Airworthiness Review for ARC Signatories	15.09.2011	open	Paul Baumann
EU-OPS 1 /JAR-FCL 1	19. – 21.09.2011	open	Patrick Sutter
Fuel Tank Safety Phases 1 + 2	26.09.2011	open	Paul Baumann
EWIS	27.09.2011	open	Paul Baumann

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

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) 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

Continuing Airworthiness Coordinator



ALBINATI AERONAUTICS

We are business jet company based in Geneva and are currently looking for a motivated **Continuing Airworthiness Coordinator** attracted by the energy and the excellence of our firm.

The successful candidate will have to fulfill the following pre-requisites:

- Hold a Part 66 license
- Previous experience on Cessna and / or Gulfstream will be an asset
- Good knowledge of English – spoken and written
- Talent for work organization and planning
- Utmost care in keeping technical files
- At ease with informatics, in particular MS Office environment

- Swiss or EU citizenship or holder of a permanent residence- and work permit for Switzerland

We offer:

- A challenging position in a fast-growing company
- An interesting and stimulating working environment
- The motivation of a young and dynamic team
- Independence and flexibility in carrying out your tasks
- Remuneration in accordance with your experience and your competence

We look forward to receiving your application together with a motivation letter and the following documents:

- Curriculum Vitae
- Previous employments' work certificates
- Copy of your diplomas

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1215 Geneva 15 Airport
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Previous Newsletters

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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.



