



Editorial



Dear Readers,

Welcome to our July edition.

Has anyone seen the summer? If you have please send it our way as I do not believe that 8° Celsius at the end of July can be classified as warm. Anyways, maybe it will come back soon.

This month I discovered that some airlines have pretty strange winter flight plans. Apparently the flights I would like are not available until the beginning of December and then only for about three weeks. Must be because of that special season otherwise I cannot explain this. Hopefully the flights become available at a later date.

This month Georg Stöcker discusses the topic of Repairs 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 search](#) and you can of course continue to send us your job offers.

Tina Cameron
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Current topic

Repairs

In the recent past I had various discussions with aviation experts regarding a subject which I want to bring up here in more detail.

The subject I am talking about is "REPAIRS".

To whom is this applicable?

With respect to "REPAIRS" I want to detail the requirements applicable to:

- M.A.801(b)2Part-66 certifying staff
- M.A. Subpart F Maintenance Organisation
- Part-145 Maintenance Organisation
- M.A. Subpart G Continuing Airworthiness Management Organisation

What is a "REPAIR"?

"REPAIR" with respect to these requirements is defined in Part-21 as follows:

"21A.431 Scope

(b) A 'repair' means elimination of damage and/or restoration to an airworthy condition following initial release into service by the manufacturer of any product, part or appliance. ...

(c) Elimination of damage by replacement of parts or appliances without the necessity for design activity shall be considered as a maintenance task and shall therefore require no approval under this Part.

(d) A repair to an ETSO article shall be treated as a change to the ETSO design and shall be processed in accordance with 21A.611."

What is required with respect to planning or carrying out a "REPAIR"?

The following paragraphs are applicable:

EASA Part-M

"M.A.304 Data for modifications and repairs

Damage shall be assessed and modifications and repairs carried out using data approved by the Agency or by an approved Part-21 design organisation, as appropriate."

EASA Part-145

"145.A.65(b) Safety and quality policy, maintenance procedures and quality system

4. Maintenance procedures shall be established to ensure that damage is assessed and modifications and repairs are carried out using data approved by the Agency or by an approved Part-21 design organisation, as appropriate."

Therefore, everybody who needs to plan or carry out a "REPAIR" must be aware that

1. the damage causing the need for a repair is assessed and
2. the data to be used to carry out the repair must be "approved".

Hereby "approved" means approved by the Agency or by an approved Part-21 design organisation, as appropriate.

To ensure that this is appropriately done within an organisation – maintenance organisation or continuing airworthiness management organisation – specific procedures must be established.

Where do we find these specific procedures?

These specific procedures can be found in the following documents:

- Maintenance Organisation Manual according to M.A.604 for a M.A. Subpart F Maintenance Organisation
- Maintenance Organisation Exposition according to 145.A.70 for a Part-145 Maintenance Organisation
- Continuing Airworthiness Management Exposition according to M.A.704 for a M.A. Subpart G Continuing Airworthiness Management Organisation

What should be the content of these specific procedures?

Following I present the processes I use in general for the required procedures for

1. a maintenance organisation and

2. a continuing airworthiness management organisation.

Please feel free to use these processes.

Repair process for a Maintenance Organisation:

Process	Responsibility	Records	References/Remarks
Start			
detection of damage	Flight Crew or Mechanic or Certifying Staff or any other person	Technical Log or similar	during scheduled inspection/check or walk-around or similar
inform CAMO	Flight Crew or Mechanic or Certifying Staff or any other person	Technical Log or similar	information verbally or in writing
damage assessment	Certifying Staff and/or Maintenance Manager together with CAMO	Technical Log or similar	taking into consideration safety, advice from TC-/STC-holder, operational experience, reliability, maintainability
immediate need for repair?	Certifying Staff and/or Maintenance Manager together with CAMO	Technical Log and Hold Item List or similar	decision based on safety, advice from TC-/STC-holder, operational experience, reliability, maintainability, aircraft availability, costs, for deferral, MEL, CDL, etc.
Can repair be performed i.a.w. with existing maintenance data?	Certifying Staff and/or Maintenance Manager together with CAMO	Technical Log or similar	existing repair instruction, e.g. SRM, etc.
establish repair instruction	CAMO	repair instruction, e.g. E.O.	Part-21 Subpart M, ensure that Critical Design Configuration Control Limitations (CDCL) are taken into account
approval of repair instruction i.a.w. EASA Part-21 (Sub M)	application for approval, CAMO Issue of approval, Agency or TC-/STC holder or Part-21.J Design Organisation	repair instruction, e.g. E.O.	Part-21 Subpart M, ensure that Critical Design Configuration Control Limitations (CDCL) are taken into account
issue work order to maintenance to perform repair	CAMO	CAMO work order together with approved repair instruction	approved repair instruction
issue internal work order	Maintenance Manager	maintenance work order together with approved repair instruction	Maintenance Manager ensures that work order is issued
perform work i.a.w. approved data	Maintenance Manager	maintenance work order together with approved repair instruction	repair instruction, e.g. E.O.
issue Release to Service and maintenance records	Certifying Staff	Release to Service and maintenance records	i.a.w. Part 145.A.50
submit Release to Service and maintenance records to CAMO	Maintenance Manager	Release to Service and maintenance records	Maintenance Manager submits Release to Service and maintenance records to CAMO
End			

Repair process for a Continuing Airworthiness Management Organisation:

Process	Responsibility	Records	References/Remarks
Start			
detection of damage	Maintenance Organisation or Flight Crew or any other person	Technical Log or similar	during scheduled inspection/check or walk around or similar
damage assessed	Continuing Airworthiness Manager, assisted by Maintenance Organisation	Technical Log or similar	taking into consideration safety, advice from TC-/STC-holder, operational experience, reliability, maintainability
Immediate need for repair? (no) → defer defect (yes) → Can repair be performed i.a.w. with existing maintenance data?	Continuing Airworthiness Manager, assisted by Maintenance Organisation	Technical Log or similar	decision based on safety, advice from TC-/STC-holder, operational experience, reliability, maintainability, aircraft availability, costs, ensure that Critical Design Configuration Control Limitations (CDDL) are taken into account
Can repair be performed i.a.w. with existing maintenance data? (no) → establish repair instruction	Continuing Airworthiness Manager, assisted by Maintenance Organisation and Part-21Sub J Design Organisation	repair instruction, e.g. E.O.	Part-21 Subpart M, ensure that Critical Design Configuration Control Limitations (CDDL) are taken into account
approval of repair instruction i.a.w. EASA Part-21Sub M	application for approval, Continuing Airworthiness Manager issue of approval, Agency or TC-/STC holder or Part-21J Design Organisation	repair instruction, e.g. E.O.	Part-21 Subpart M, ensure that Critical Design Configuration Control Limitations (CDDL) are taken into account
perform work i.a.w. approved data	Maintenance Organisation	Technical Log or similar	approved repair instruction
perform work i.a.w. existing maintenance data	Maintenance Organisation	Technical Log or similar	SRM, repair instruction, e.g. E.O., etc.
Issue Release to Service	Maintenance Organisation	Technical Log or similar	Law: Part 145A 50
incorporation in a/c records & revision of maintenance programme (if applicable)	Continuing Airworthiness Manager	a/c records	file all data in a/c records and revision of maintenance programme, if applicable

Summary

BE AWARE THAT THE DATA YOU USE TO CARRY OUT A REPAIR IS APPROVED!

Shortnews

Notices of Proposed Amendments (NPAs)

TITLE	DATE PUBLISHED	END OF COMMENT
NPA 2011-12 Systematic review and transposition of existing FAA TSO standards for parts and appliances into EASA ETSO	2011-07-18	2011-10-18
NPA 2011-11 Certification Specifications – Master	2011-06-28	2011-09-28

Minimum Equipment List (CS-MMEL)		
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

Rooms to rent

From now on you can rent hotel rooms as well as seminar rooms at our new facility in Belp.

Please check our website for more details: www.qcm-campus.ch (at the moment only in German).
If you require more information please **contact us**.

Shortnews

Q.C.M. on the move

Yes, we finally did it. Eleven months after our ground breaking ceremony we moved into our new offices in Belp. The move itself went without a hitch and within a couple of days all the furniture was at the right place, all boxes unpacked and the computers installed. Now we cannot wait for the first training to take place in the new training centre.



Training up-date

All scheduled courses from August to October are listed below.

EASA Part-66/147

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** .

Open Course Status August 2011 - October 2011

Course title	Dates	Places available	Instructor
EASA Part-66/147 (Braunschweig)	02. – 04.08.2011	open	Jürgen Feldhoff
EASA Part-145	22. – 24.08.2011	2	Georg Stöcker
Human Factors Refresher	29.08.2011	open	Anton Bürgi
Learjet 55 Level 3, B1.1	05. – 23.09.2011	open	Walter Brisch, Hans 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
EASA Part-M Subpart F	03. – 04.10.2011	open	Georg Stöcker
Human Factors Initial	17. – 18.09.2011	open	Anton Bürgi
Stock Management	24. – 25.10.2011	open	Georg Stöcker

If not stated otherwise, courses take place in our facilities in Belp/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) **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.

Jobsearch

Retired SAFA inspector available for instruction and awareness training.

Support to prepare for Third Country Operators to achieve the EASA authorisation for EU airspace (NPA 2011-05).

Postholder/examiner in flightschools.

Contact: proficiency@gmx.eu (based in GERMANY)

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.



NEWSLETTER