



## Editorial



**Dear Readers,**

Welcome to our August edition.

It seems for once all the weather predictors are in agreement: The summer is officially over and autumn is knocking on our door. However they also tell us that it will be a beautiful third season desperately trying to make up for the lack of summer. Well, let's wait and see shall we. The aviation business is still picking up with more people flying again. But is that any wonder what with the kind of summer we had or rather not had? Anyway it is good news for us working in this crazy field.

This month Georg Stöcker discusses the topic of Components removed in serviceable condition 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.

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

## In this Newsletter

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## Main Article

### Components removed in serviceable condition

It is holiday time and I am sitting here in the south of France while the poor colleagues have to suffer in the office or on the road.

I am sitting on the beach enjoying the beautiful weather, blue sky, blue water, wind, sand in the air and sand in the hair. Playing in the water with the kids while others are surfing with the kites.

Watching the kite surfers reminds me that this article is still outstanding. Why? Simply because kites are considered to be aircraft. And any type of aircraft is what our business is all about.

The manoeuvres these kite surfers are doing are great. But, what are they doing when the kite is damaged? Do they always install new parts or do they remove parts which are still in good condition from other kites and install them into their damaged one?

I do not know, but what I know is that this is a big subject in our business.

Herewith we talk about the subject:

### **"Removal of a used aircraft component from a serviceable aircraft"**

Just recently I was asked some questions by customers concerning this subject in the "EASA world".

- Can we remove a component from an aircraft and install that component on another aircraft?
- Can we issue an EASA Form 1 for that component?
- What does it mean "serviceable"?
- Are there any additional requirements we have to think of?
- How does the EASA Form 1 have to be completed?
- Where do I find more information?

These were more or less the questions being brought up. And, here I want to answer these questions and I want to give references where more detailed information can be found.

### **"Removal of a used aircraft component from a serviceable aircraft" "- What is applicable in the EASA world? -"**

**ATTENTION:** Before I discuss this subject in more detail I want to highlight that this is only applicable for maintenance organisations, either a maintenance organisation approved according Part-145 or Part-M Subpart F.

#### Can we remove a component from an aircraft and install that component to another aircraft?

In general we can, but we have to consider two important things:

1. What is the registration of the aircraft the component is removed from and
2. what is the registration of the aircraft the component needs to be installed?

As long as the two aircraft are registered in any of the "EASA Member States" a component can be removed from the one aircraft in serviceable condition and can be installed to the other aircraft.

#### Can we issue an EASA Form 1 for that component?

Yes we can issue an EASA Form 1, but only if the component has been removed from an aircraft which is registered in a Member State and this component can be considered to be serviceable.

#### What does it mean "serviceable"?

The aircraft component may only be deemed serviceable if the last flight operation with the component fitted revealed no faults on that component/related system.

#### Are there any additional requirements we have to think of?

The following requirements should be met:

- The aircraft component should be inspected for satisfactory condition including in particular damage, corrosion or leakage and compliance with any additional maintenance data.
- The aircraft record should be researched for any unusual events that could affect the serviceability of the aircraft component such as involvement in accidents, incidents, heavy landings or lightning strikes. Under no circumstances may the EASA Form 1 be issued if it is suspected that the aircraft component has been subjected to extremes of stress, temperatures or immersion which could effect its operation.
- A maintenance history record should be available if it is a serialised aircraft component.
- Compliance with known modifications and repairs should be established.
- The flight hours/cycles/landings as applicable of an service life-limited part including time since overhaul should be established.
- Compliance with known applicable airworthiness directives should be established.

How does the EASA Form 1 has to be completed?

The EASA Form 1 should be issued by signing in block 14b and stating 'Inspected' in block 11. In addition, block 12 should specify:

- When the last maintenance was carried out and by whom.
- A list of all airworthiness directives, repairs and modifications known to have been incorporated. If no airworthiness directives or repairs or modifications are known to be incorporated, then this should be so stated.
- Detail of life used for a service life-limited part being any combination of fatigue, overhaul or storage life.
- For an aircraft component having its own maintenance history record, reference to the particular maintenance history record as long as the record contains the details that would otherwise be required in block 12. The maintenance history record and acceptance test report or statement, if applicable, should be attached to the EASA Form 1.

Where do I find more information?

More information can be found under the following references:

- For a Part-145 approved maintenance organisation:

**AMC No 2 145.A.50(d) Certification of maintenance**

- For a Part-M Subpart F approved maintenance organisation:

**AMC M.A.613(a) Component certificate of release to service**

## Shortnews

### Notices of Proposed Amendments (NPAs)

TITLE	DATE PUBLISHED	END OF COMMENT
NPA 2011-14 Halon-Update of CSs in order to comply with EC regulations	2011-08-08	2011-11-09
NPA 2011-13 Large Aeroplanes protection against fuel low level and fuel exhaustion	2011-07-22	2011-10-24
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 Minimum Equipment List (CS-MMEL)	2011-06-28	2011-09-28
NPA 2011-10 Certification Specifications – Cabin Crew	2011-06-06	2011-09-06

## Shortnews

### FAA requires airlines to install ice detection systems

The FAA issued a new rule to enhance aviation safety by requiring scheduled airlines to install ice detection equipment in their existing fleets or to update their flight manuals to make sure crews know when they should activate their ice protection systems.

For aircraft equipped with an ice-detection system, the new rule mandates that the system alert the crew every time they need to activate ice protection. The system can either automatically turn on the ice protection or pilots can manually activate it.

For aircraft without ice-detection equipment, the crew must activate the protection system based on cues listed in their airplane's flight manual during climb and descent, and at the first sign of icing when at cruising altitude.

The rule applies only to in-service aircraft that weigh less than 60,000 pounds because studies show smaller planes are more affected by undetected icing or late activation of the ice protection system. Larger commercial aircraft already have ice detection equipment.

## Current topic

### 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](http://www.qcm-campus.ch) (at the moment only in German).

If you require more information please [contact us](#).

## Training up-date

All scheduled courses from September to November are listed below.

### 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](#).

Course title	Dates	Places	Instructor
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		available	
Safety & Quality Management Systems in Aviation	05. – 08.09.2011	1	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 Refresher	04.10.2011	open	Anton Bürgi
Human Factors Initial	17. – 18.10.2011	open	Anton Bürgi
Stock Management	24. – 25.10.2011	open	Georg Stöcker
EASA Part-66 /Part-147	07. – 09.11.2011	open	Jürgen Feldhoff
EASA Part-M Subpart G Refresher	14.11.2011	open	Paul Baumann
Learjet 35 B1 Theoretical Type Training (Nyköping/ Sweden)	14.11. – 02.12.2011	open	TBD
Aviation Legislation	15.11.2011	open	TBD
FAA Part 145	16.11. – 17.11.2011	open	Georg Stöcker
Fuel Tank Safety Phases 1 + 2	21.11.2011	open	Paul Baumann
EWIS	22.11.2011	open	Paul Baumann
EU-OPS 1 /JAR-FCL 1	22.11. – 24.11.2011	open	Patrick Sutter
Maintenance Program (Berlin) (course language: German)	29.11. – 30.11.2011	open	Dirk Matzky

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](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

### EDV-Systemadministrator/in für AMOS am Flughafen München

#### Ihre IT-Aufgaben:

- Administration, Installation, Konfiguration und Überwachung der Server-Systeme, passiven Netzkomponenten und Datenbanken,
- Unterstützung bei der Sicherstellen des 24-Stunden/365-Tage-Betriebes des Netzwerkes und Server-Systeme
- Scripterstellung für automatisierte Abläufe
- Mitarbeit in Projekten

#### Ihre Aufgaben AMOS:

- Schnittstelle zu Usern, Herstellern; Useradministration
- Unterweisung und Schulung
- Überwachung, Sicherstellen und Optimieren der AMOS System-Verfügbarkeit und Performance
- AMOS System-Update
- Projektsupport der Fachabteilungen
- Scripterstellung und Überwachung von automatisierten Abläufen
- Anpassung von Daten an die AMOS Datenstruktur und Datentransfer von Fremdsystemen
- Adaptive Integration von Schnittstellen von Drittanbietern von/nach AMOS
- Data Clearing
- Erstellen und Überwachen der Datenbank-Sicherung; Datenbankadministration

#### Ihre Voraussetzungen:

- Sehr gute EDV Kenntnisse
- abgeschlossene IT-Ausbildung/Studium oder vergleichbare Erfahrung
- Sehr gute Englischkenntnisse (Fachenglisch) in Wort und Schrift
- Sehr gute Kenntnisse in der Datenbankadministration (Oracle-/Sybase-/MySQL Datenbanken)
- Kenntnisse in der Serveradministration (Linux, Novell Netware, Windows Server)
- Programmierkenntnisse (VB, VBA, Perl, Java, SQL, HTML, XML, Scripting)
- Kenntnisse in Netzwerkadministration
- Kenntnisse und Erfahrungen in der Prozessdokumentation wünschenswert
- Grundkenntnisse in der Materialwirtschaft / Lagerwesen / Financial Management sowie Grundkenntnisse im Bereich Maintenance Engineering, Planning, Documentation und Control wünschenswert
- Erfahrung in den Arbeitsabläufen eines technischen Luftfahrtbetriebes
- Projektmanagement Erfahrung
- Projektierung von EDV Prozessen Strukturierte Arbeitsweise und analytisches Denkvermögen
- Betriebswirtschaftliche Grundkenntnisse
- Führerschein

Weitere Einzelheiten entnehmen Sie unserer Homepage unter [www.augsburgair.de](http://www.augsburgair.de).  
Bewerbungen per E-Mail an [melinda.schneider@augburgair.de](mailto:melinda.schneider@augburgair.de) , Telefon 089 970 527-401.

## Previous Newsletters

Are you interested in previous issues of our newsletter ?

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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