



Editorial



Dear Readers,

Welcome to our October edition.

I apologise for being a bit late with our newsletter this month as I have been on holiday. Once again I decided to fly to my destination. Well, since Dallas is in the USA there is really no other way to get to it if I do not wish to spend all my holiday travelling. It was the first time for me to fly that long and I have to say that it was the most boring experience so far. Ten hours stuck in an aircraft with only four dull movies to watch is not my idea of fun. The screens for the films were installed overhead the aisle and somehow we did not sit at the right angle to actually see anything on the tiny monitors. Apparently not all airlines have updated their entertainment system in economy class. Therefore we did not have any personal screens to play videogames on or watch telly. Apart from that the inflight service was friendly and the food was good. I simply hope that the next time I have to fly this long it won't be as boring.

This month Georg Stöcker gives you the inside scoop on the EASA Part-M General Aviation Workshop 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 no **job offers** but you can of course continue to send us your job offers.

Enjoy the November and try to relax a bit before the stressful December comes along.

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

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Main Article

EASA Workshop Part-M General Aviation

On Thursday, 27. Oct. 2011, the EASA Part-M General Aviation Workshop was held.

Based on the decision "... to perform an assessment of the impact of the implementation of the Part-M requirements in the General Aviation community ...", the objective was "... to receive feedback from stakeholders and competent authorities on specific implementation issues related to Part-M, in the area of General Aviation, in view of determining the need for further adjustments or amendments to the applicable rules and guidance material ..." (see EASA invitation letter, dated. 10 August 2011).

In the invitation letter to this workshop EASA also listed issues of particular interest as follows:

1. Format of the rules
2. Generic maintenance programmes and indirect approval procedures
3. Approval/acceptance of repairs and modifications
4. Acceptance of components from US and Canada
5. Scope of work authorised to Pilot-owner
6. Scope of work authorised to independent certifying staff
7. Licensing requirements for certifying staff
8. Qualification and position (incompatibilities) requirements for airworthiness review staff
9. Performance of the airworthiness review and issuance of ARC/recommendation
10. Aircraft Continuing Airworthiness Monitoring (ACAM) programme for general aviation aircraft (only for competent authorities)

(see EASA invitation letter, dated. 10 August 2011)

During the "Summary of feedback received from NAAs and Stakeholders" EASA expressed that during this workshop the voices from Stakeholders and NAAs should be heard and not EASAs voice. And that was evident looking at the Agenda for this day.

The presentations given by various Stakeholders were the following:

1. Presentation from International Council of Aircraft Owner and Pilot Associations (IAOPA)
2. Presentation from Europe Air Sports (EAS)
3. Presentation from European Gliders Manufacturers (EGM)
4. Presentation from Groupement des Industriels et Professionnels de l'Aviation Générale (GIPAG)
5. Presentation from Swiss Aircraft Maintenance Association (SAMA)

One of the major issues raised during all presentations was that currently there is no level playing field in Europe. Concerns were raised regarding the differences in interpretation and implementation of Part-M within the different Member States.

Another major issue was the complexity of Part-M and thus the problem to understand and accept this regulation.

Only at the end, during the "Comments from the floor / Questions and Answers" EASA tried to answer specific questions and concerns.

During the "Conclusions" EASA presented the following status of work already completed, on-going work and future actions to the inputs given during this workshop:

- A. Work already completed:
 - a. B3 licence
 - b. new Part-66 group ratings
- B. On-going work:
 - a. L licence
 - b. standard repairs
 - c. guidance for TBO
 - d. import of aircraft
 - e. ACAM
- C. Future actions from EASA to the inputs given during this workshop:
 - a. Standardisation will put emphasis on levelling the playing field
 - b. Rulemaking needs to review and simplify the rules
 - c. EASA needs to improve its change management

- d. Stakeholders and NAAs should assist EASA to translate the AMCs
- e. All parties should cooperate to reach a common understanding

To improve the whole situation EASA proposed to establish a "Task Force" representing the Stakeholders, the NAAs and EASA to work on the following subjects:

- 1. general simplification, in particular of Part-M for General Aviation
- 2. handling of modifications
- 3. handling of parts
- 4. qualification and privileges of persons
 - a. pilot-owner
 - b. independent certifying staff
 - c. persons carrying out reviews
 - d. other persons
- 5. import / transfer of aircraft
- 6. ACAM
- 7. additional upcoming issues

EASA even presented a rough time schedule with

- a. launch of the Task Force before end of the year 2011
- b. action plan established by this Task Force until end of June 2012
- c. monitoring the activities

A need for Immediate Actions was seen in the areas:

- 1. where high costs are involved
- 2. where no real safety benefit is identified
- 3. which can be fixed quickly

These Immediate Actions

- a. should be launched before end of the year 2011
- b. should be agreed within the Task Force on fast track processes
- c. a NPA should be issued before end of June 2012
- d. an Opinion should be issued before end of 2012

The two issues which were heavily discussed and all Stakeholders complaint about were

- 1. Maintenance Programmes
- 2. Airworthiness Review

With respect to these two issues EASA concluded the following:

- 1. Maintenance Programme
 - a. possibility for a simplified approval process
 - b. increased possibility for use of references
 - c. launch of a Generic Maintenance Programme
- 2. Airworthiness Review
 - a. increase the link between maintenance and airworthiness review
 - b. simplification of the airworthiness review process

In general this workshop was seen as an excellent opportunity to adopt the regulations to the needs of the General Aviation. All presenters strongly advised EASA to urgently continue this process otherwise General Aviation in Europe is endangered.

Current topic

Notices of Proposed Amendments (NPAs)

TITLE	DATE PUBLISHED	END OF COMMENT
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NPA 2011-18 Development of Acceptable Means of Compliance and Guidance Material for the implementation and measurement of Safety Key Performance Indicators (SKPIs) (ATM performance IR)	2011-10-25	2011-11-18
NPA 2011-17 Volcanic Ash	2011-09-23	2011-12-23
NPA 2011-16 Qualifications for flying in Instrument Meteorological Conditions	2011-09-21	2011-12-21
NPA 2011-15 Large Aeroplanes protection against fuel low level and fuel exhaustion	2011-09-16	2011-12-13
NPA 2011-14 Halon-Update of CSs in order to comply with EC regulations	2011-08-08	2011-11-09

Shortnews

2nd Business Aviation Safety Conference

On 06th – 07th February 2012, the 2nd Business Aviation Safety Conference will take place in Munich, Germany. The conference is organised by Aviation Screening GmbH and the aviation academy. It is the only conference of its kind in Europe.

The topics will be published later as the organisers are still calling for papers.

For more information click on the flyer below or visit the website: www.basc.eu.

» [Flyer Download \(PDF 0.4 MB\)](#)

Shortnews

EBACE 2012

The EBACE 2012 website is now available. Exhibitors can now register online to take part. The EBACE will take place on 14th – 16th May 2012 in Geneva, Switzerland.

For more information please visit the website: www.ebace.aero.

Shortnews

B2 Extension for Learjet 35/36

Just in time for our planned B2 training for Learjet 35/36 we received our extension on our EASA Part-147 Approval. At the moment the B2 can only be participated in in conjunction with a B1 course. This means that you either already hold the B1 Level III Rating or you must visit both courses (B1 and B2) together. If you have any questions please contact us directly.

Training up-date

All scheduled courses from November to January are listed below.

Learjet 35/36 B1 Theoretical Type Training

Please be informed, that we conduct a **Learjet 35/36 B1 Theoretical Type Training** starting on **14.11.2011** in **Nyköping / Sweden**.

A **B2 training** will follow immediately after the B1 type training in Nyköping. The start date is the **05.12.2011**.

This course is only possible in conjunction with a B1 training.

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 and 2012 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 November 2011 - January 2012

Course title	Dates	Places available	Instructor
EASA Part-66 /Part-147	07. – 09.11.2011	open	Jürgen Feldhoff
Fuel Tank Safety Phases 1 + 2	21.11.2011	open	Paul Baumann
EU-OPS 1 /JAR-FCL 1	22. – 24.11.2011	open	Patrick Sutter
EASA Part-21 DOA Expert	01. – 02.12.2011	open	Christian Schusser
EASA Part-145 (course language: German)	05. – 07.12.2011	2	Georg Stöcker
EASA Part-M Subpart G (course language: German)	12. – 14.12.2011	open	Paul Baumann
NiCad Batteries	13. – 14.12.2011	2	Anton Bürgi
Airworthiness Review for ARC Signatories (course language: German)	15.12.2011	open	Paul Baumann
EASA Part-145	17. – 19.01.2012	open	Georg Stöcker
Fuel Tank Safety Phases 1 + 2	24.01.2012	open	Paul Baumann
EWIS	25.01.2012	open	Paul Baumann

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

Open Course Status EASA Part-147 Type Trainings

Course title	Dates	Places available	Instructor
Learjet 35 B1 Theoretical Type Training (Nyköping/ Sweden)	14.11. – 02.12.2011	open	TBD
Learjet 35/36 B2 Theoretical Type Training in conjunction with B1 (Nyköping/ Sweden)	05. – 09.12.2011	open	TBD

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.

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