



Editorial



Dear Readers,

Welcome to our November edition.

Has anyone seen 2011? The year has gone by so quickly and I cannot believe that it is already December. Well, the unseasonably warm weather and sunshine can play tricks on the mind.

Not that I am complaining. I rather have this than greyish snowy drizzle. It is only that the Glühwein does not really taste with temperatures around 10 degrees Celsius. Have you all planned your Christmas trip home? Or maybe you will spend the Holidays far away in the Swiss Alps with your family skiing? I booked my ticket and just hope that my flight will not be delayed or cancelled because of snow or ice. I do not want to explain that to my mum.

This month Andree Beiersdorfer and Christian Schusser inform you of the SASCON 2011 and what it means for the industry 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 last month of the year with good food and even better company.

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

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Q.C.M.
quality control management AG
Eichholzweg 20-24
CH-3123 Belp
Tel: 0041 31 960 40 60
Fax: 0041 31 960 40 65
E-Mail: info@qcm.ch

Main Article

SASCON 2011 SMS Implementation

Who invented it? The Swiss.

The Swiss also invented the herbal sweets; therefore, one thinks that it is also true for the SMS topic. Non-the-less, the Swiss Aviation Authority FOCA consistently follows the guidelines of the ICAO which also involve the Industry.

The previous years show that SASCON (Swiss Aviation Safety Conference) was always well attended and the contributions made by competent knowledgeable lecturers and instructors underline the necessity of implementing SMS.

Typical for SASCON are the different application programmes for aviation companies, maintenance firms and airports as well as discussions and the conception of realizing without any feeling of competition.

For us the first and most important lesson learnt was that in aviation business "Murphy's law" is cited very often – "What can go wrong, will go wrong" but think intensively of this quote – "Everything that can go wrong usually goes right, and then we draw the wrong conclusions. (Langewiesche, 1998; after Dekker, 2011)

To outline the speech of Terry L von Thaden, a professor at the University of Illinois on the topic "Developing and measuring a 'Robust Safety Culture'", was very impressive. Professor von Thaden illustrated that today's aviation organisations are interacting more globally, more dynamically and more virtually and for these few reasons have to expand in regards to safety strategies. In her presentation Prof. van Thaden showed one example (crash of a Dash-8 Q400 on February 2009, where 49 people and one person on the ground were killed in Buffalo NY) of how the SMS system is able to positively contribute to saving lives. Basically the crash was looked at from a different standpoint within previous accidents, the results showed that Human Error in aviation has been indicated in 60-80% of the accidents happened. These active failures were due, at least in part, to other latent failures such as supervisory issues and/or organizational causes. Prof. von Thaden defined that in order to implement a correct working SMS the individual company should have a good safety culture – what is a safety culture you are asking? Committed to proactive safety activities, Non punitive, Recognizes inevitability of error and learns from it, Strongly influenced by upper-level management, but influences the behaviour of everyone in the organisation – the big goal should be – Identify safety problems before they result in an accident or incident. Share information so it is appropriately meaningful to everyone involved in the organization.

Very much to the point where the presentations from other different companies, big and small and with different goals showed how they implemented the SMS. These companies were: EasyJet Switzerland, Kuerzi Avionics AG, SR-Techniques or Air-Glaciers SA.

The variety of problems and ways of realizing and implementing SMS in their individual companies were explained in their presentations

One last remark: the philosophy of SASCON is, that the contents of the meeting should be arranged by the companies and the authorities should be involved in the organizing and presenting, which we thought was perfect.

The desirable solution would be to find ways of implementing the given guidelines by SMS especially in the business aviation. To tick-off the GAP Analysis Checklist, construct a safety handbook according to the needs and looking for safety performance indicators is neither a guarantee nor an accomplishment.

The major remaining question is, why are there no activities concerning SMS outside the borders of Switzerland in the German speaking countries. Partially because it is yet not known to commercial operating companies that they have to implement a SMS and "nobody" investigates nor consults them either.

A positive aspect is that a private organized Business Aviation Safety Conference has been formed in Germany (certainly with commercial goals) and therefore we should try to engage this company for the future implementation of SMS.

QCM AG, in the past years, has developed its individual strategies of implementing SMS and has already done this within its own aviation approvals (QCM Maintenance AG), but not only that, QCM AG has and will be showing its competences regarding SMS and its implementation during their training courses where individuals or companies can be skilled on this big and interesting issue SAFETY MANAGEMENT SYSTEM.

Shortnews

LOSA Line Operations Safety Audit

The FAA and several airlines already use LOSA to gather safety data during routine airline operation. The aim is to recognise correct and incorrect actions and procedures this way acting proactively to avoid mistakes in the future.

"Typically, the LOSA process works like this: Observers record threats to safety, along with specific information about how the threats were addressed, what errors were generated, how those errors were managed and how the actions that were observed could be associated with incidents and accidents. The resulting data are analyzed to help determine organizational strengths and weaknesses, and countermeasures are developed to address the threats and errors (Werfelmann, 2011)."

As safety is an issue not limited to line operations, some companies and airlines have begun to modify LOSA programs to include maintenance and ramp activities. In late 2008 a task force was formed to find ways to incorporate what they already know from LOSA and make it work for processes at ramp, line maintenance and base maintenance facilities. They observe the processes used and the behaviour exhibited by the personnel involved in the day to day tasks. This way ineffective processes etc. are revealed and can be dealt with proactively.

Reference:

Werfelmann, Linda (2011). Moving to Maintenance. Flight Safety Foundation. Aerosafetyworld. October 2011. pp 32-34

Shortnews

Notices of Proposed Amendments (NPAs)

TITLE	DATE PUBLISHED	END OF COMMENT
NPA 2011-19 Aircraft Continuing Airworthiness Monitoring	2011-11-29	2012-03-01
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

Shortnews

New EASA Part-145 and Part-M Consolidated Versions

On our homepage you have access to the latest consolidated English version of Part-M and Part-145 including Commission Regulation 1149/2011. Part-147 will be updated within the next days. You will be able to find it on our website as soon as it is ready.

Shortnews

DOA BASIC Training Course - Extension from two days training to three days.

The feedbacks received by participating students in former DOA Basic Courses, made us aware that one additional day of training would accentuate the learnt subject.

Especially the practical application of working in a DOA (Different Roles, i.e. CVE Function, COA Function etc) and real practical examples of Minor/Major Changes will be trained in more depth and worked through in group exercises. We feel that this complicated subject will be rounded off taken, an additional deeper look into the theory and the practical application of Part 21 Subpart J. So from 2012 on our courses will be three days long.

Shortnews

OTAC

To all organisations who need to comply with the "Overseas Territory Aviation Requirements".

With effective "on issue" a new Overseas Territories Aviation Circular (OTAC) 145-12 "Aircraft Parts" was issued on 18 November 2011.

This Overseas Territories Aviation Circular provides information and guidance on the requirements for the reporting of unapproved parts, guidelines for the proper usage of parts removed from aircraft and guidelines for the disposal of scrapped parts for aircraft registered in a Territory and granted a Certificate of Airworthiness.

All current OTAC can be accessed via the following link:

http://www.airsafety.aero/legislation_and_otar_s/otac_s/

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.

BASC Flyer (PDF)

Training up-date

All scheduled courses from December to February are listed below.

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 December 2011 - February 2012

Course title	Dates	Places available	Instructor
EASA Part-145 (course language: German)	05. – 07.12.2011	waiting list open	Georg Stöcker
Internal Auditor	06. – 08.12.2011	waiting list open	Markus Friedli
EASA Part-M Subpart G (course language: German)	12. – 14.12.2011	5	Paul Baumann
NiCad Batteries	13. – 14.12.2011	2	Anton Bürgi
Airworthiness Review for ARC Signatories (course language: German)	15.12.2011	5	Paul Baumann
EASA Part-145	17. – 19.12.2011	open	Georg Stöcker
Fuel Tank Safety Phases 1 + 2	24.01.2012	open	Paul Baumann
EWIS	25.01.2012	open	Paul Baumann
Human Factor Initial	01. – 02.01.2012	open	Anton Bürgi
EASA Part-M Subpart G	06. – 08.01.2012	open	Paul Baumann
Airworthiness Review for ARC Signatories	09.02.2012	open	Paul Baumann
Safety & Quality Management Systems in Aviation	13. – 16.02.2012	open	Markus Friedli
EASA-OPS / EASA-FCL Airplane	21. – 23.02.2012	open	Patrick Sutter
EASA Part-66 / Part-147	27. – 29.02.2012	open	Jürgen Feldhoff

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 55 B1 Theoretical Type Training	06. – 27.02.2012	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

Are you interested in previous issues of our newsletter ?

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Contact



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

Tel: 0041 31 960 40 60
Fax: 0041 31 960 40 65

E-Mail: info@qcm.ch
Website: www.qcm.ch

We hope that you have found this months newsletter interesting and informative. Do not hesitate to contact us for further information.



NEWSLETTER