

Continuation Training Letter



Continuation training



Editorial



Main Article

I Various Questions to EASA

II Safe attitudes make all the difference

III Prescription Drugs and Sleep Aids May Hurt Sleep



Newsflash

I. Notices of Proposed Amendments (NPAs)



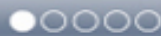
Course Updates

I. Open Course Status January—March 2013

II. Open Course Status EASA Part-147 Type Trainings



Job Market



Editorial

Dear Readers,



Welcome to our January edition.

I hope you all made it through the first month of the New Year more or less intact.

We have been very busy here at QCM as many of you are requesting training offers or accepting existing ones. The CAMO is upholding your airworthiness as usual and together we are planning an exciting year.

As the mountains are so close we are spending most of our weekends on top of the world enjoying the sun or braving the slopes on skis, boards and sleighs. If it were up to me the snow can stay in the mountains and not block my roads to work. And with this crazy winter weather maybe I will even get my wish.

This month Georg Stöcker discusses the new NPA which has just been published in the **main article**. The NPA proposes changes to regulation (EC) No 2042/2003.

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 several **job offers** and you can of course continue to send us your job offers.

Enjoy the thankfully short February.

Tina Cameron
Q.C.M



NPA 2013-01 Embodiment of Safety Management System (SMS) requirements into Commission Regulation (EC) No 2042/2003

This month brought us a new coming challenge. It will be a big challenge – may be even a huge one.

What am I talking about?

Simply about a proposal to change requirements – to change the requirements regarding continuing airworthiness.

With the date 21 January 2013 EASA has issued a new NPA (Notice of Proposed Amendment) informing us that there is the intention to amend Commission Regulation (EC) No 2042/2003.

This NPA has the title

NPA 2013-01 (A)

Embodiment of Safety Management System (SMS) requirements into Commission Regulation (EC) No 2042/2003

It introduces the subject SMS (Safety Management System) into the continuing airworthiness sector.

This NPA consists of the following three (3) parts:

1. NPA 2013-01 (A) --> amendment to the cover regulation
2. NPA 2013-01 (B) --> amendment to Part-M
3. NPA 2013-01 (C) --> amendment to Part-145

It is a very complex one and it has a tremendous impact on CAMOs and Maintenance Organisations.

I can only recommend to review this NPA and maybe even comment on it. As of today, the comment period ends on 22 April 2013.

Luckily these NPAs include tables reflecting the changes to Part-M and Part-145. This makes it easier to gain the first impression of the complexity of this proposal.

To provide you an overview I have extracted these tables. You have access to these tables through the following links:

Part-M Table of Changes

Part-145 –Table of Changes

Additionally I have extracted the new Table of Contents to Part-M and to Part-145:

Part-M – New Table of Contents

Part-145 – New Table of Contents

You will receive more information from my side in the near future.



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Human Factor Issues "Screwdriver/FOD"

FATAL INCIDENT: A re-enactment of the screwdriver's positioning before the crash.

A loose screwdriver that became jammed in the side of a plane as it was doing aerobatics over Feilding caused a crash that killed a Palmerston North doctor and his friend. A Civil Aviation Authority report into the crash - which claimed the lives of plane owner and pilot Ralph Saxe, 51, and his friend Brett Ireland, 50 - was released today, almost a year to the day after the 2012 crash at 10.45am on January 23. The report, written by safety investigator Alan Moselen, found the crash was the result of design flaws in the plane that led to a screwdriver getting stuck in the elevator controls of the plane during a "slow roll" manoeuvre.



As Saxe, a member of Warbirds, entered a steep dive immediately following the slow roll he was unable to get the elevation needed to prevent the plane from slamming into the ground in Timona Park, Feilding.

The forces were so strong that the aircraft nose, engine and wings "created deep ground scars then virtually disintegrated".

The crash was not survivable.

In investigating the crash the CAA found a "stubby" type screwdriver 15 metres from the main impact site, which the report says could have been sitting in the fuselage of the plane for a long period of time.

It is not the first time rogue objects have become jammed in Yak 52 aircraft elevator controls.

In Essex in 2004 a UK pilot managed to recover from a aerobatic maneuver after a cellphone left in the aircraft two months earlier had penetrated a safety barrier and lodged itself in the elevator.

Saxe's Yak 52 did not have a safety barrier installed.

In March 2012, as a result of the crash, the CAA issued a mandate for Yak 52 owners to fit a barrier.

They also called on all Yak 52 operators worldwide to check for loose objects in the fuselage before flying.

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Notice of Proposed Amendments (NPAs)

TITLE	DATE PUBLISHED	END OF COMMENT
NPA 2013-02 Protection from debris impacts	22/01/2013	22/04/2013
NPA 2013-01 Embodiment of Safety Management System (SMS) requirements into Commission Regulation (EC) No 2042/2003	21/01/2013	21/04/2013
NPA 2012-24 Certification Specifications, Acceptable Means of Compliance and Guidance Material for Tethered Gas Balloons ("CS-31TGB") Turbine Engine CSs in Icing Conditions - Advisory Material	2012-12-06	2013-03-06
NPA 2012-23 Turbine Engine CSs in Icing Conditions - Advisory Material	2012-12-06	2013-03-06
NPA 2012-22 Large Aeroplane Certification Specifications in Supercooled Large Drop, Mixed phase, and Ice Crystal Icing Conditions - Advisory Material	2012-11-29	2013-03-01
NPA 2012-21 Volcanic ash ingestion in turbine engines	2012-11-28	2013-02-28

Commercial Airlines in Trouble ?

In the last couple of days news reached us that several commercial airlines are either struggling or are already grounded.

OLT Express is grounded completely as they ran out of money. Passengers were stranded on Bremen airport on Monday, 27.01.2013, without being rebooked to a different flight or receiving their money back. According to a press release the airline developed a new financial concept and its employees were prepared for pay cuts in order to keep the planes in the air. However the main money giving company did not accept the proposal and refused the needed payment.

All passengers who already booked flights for this year received an email stating that their flights have been cancelled.



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Please find below our open courses with seats available.

Train the Trainer

This year we offer Train the Trainer courses. You can either participate in our full course or visit the course in two sessions. The two sessions will address Module 1 and Module 2 at two dates while the full course addresses both Modules in one session. Both versions amount to a total duration of 5 days.

The course dates are as follows:

Two sessions: 09.-11. April (Module 1) and 29.-30. May 2013 (Module 2)

One session: 15.-19. July 2013 (both Modules)

Airbus A320/A330/A340 Interfamily General Familiarization

We are organising a 3-day course here at our location in Belp in co-operation with Lufthansa Technical Training. The date will be 22.-24. April 2013. Please contact us directly for more information and registration.

If you are interested in participating in these or any other training please do not hesitate to contact us.

Course title	Date	Seats available	Instructor
Safety & Quality Management Systems in Aviation	11. - 14.02.13	8	Markus Friedli
EASA Part-145	18. - 20.02.13	6	Georg Stöcker
Maintenance Program	25. - 26.02.13	7	TBD
Internal Auditor	04. - 06.03.13	6	Markus Friedli
EASA Part-M Subpart G	11. - 13.03.13	5	Paul Baumann
Airworthiness Review for ARC Signatories	14.03.13	6	Paul Baumann
EASA-OPS / EASA-FCL (Airplanes)	18.-13.03.13	8	Patric Sutter
Fuel Tank Safety (Phases 1 and 2)	25.03.13	11	Paul Baumann
EWIS	26.03.13	9	Paul Baumann
EASA Part-M Subpart G	08.04.13	11	Paul Baumann
Train the Trainer (1)	09. - 11.04.13	12	Matthias Werner

Open Course Status EASA Part-147 Type Trainings

Course title	Date	Seats available	Instructor
Learjet 35/36 B1/T1	04.-18.03.2013	3	Walter Brisch
Airbus A320/A330/A340 General Familiarization	22.-24. April 2013	2	LTT

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



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Plan your career with us as an

EASA Part-66 B2 Engineer and unlicensed Mechanic

Tyrol Air Ambulance Part 145 Maintenance Organisation based in Innsbruck/Austria is looking for:

licensed B2 Engineer/Part 66 for Cessna 550/560, Astra SPX and Dornier 328-100 and

unlicensed Mechanic with interest in working in a small young team on our aircraft's.

If you are interested in working in a highly motivated team, please get in contact with Andreas Ochabauer - Maintenance Manager TAA - andreas.ochabauer@taa.at



is looking for

Falcon and PC12 Instructor (m/f) respectively

Tasks:

- Perform Technical Type Training to EASA Part 147 Standards

Maintain training documents, exam questions, etc.

Requirements:

- Experience on aircraft types (licenced)
- English in written and spoken form (Russian as another language is of advantage)
- Training experience is of advantage

Freelance basis

Application:

Please send you application complete with cover letter, updated CV and certificates to: train@qcm.ch.

Important:

Please note that details of job advertisements or searches for the next edition must reach our office (info@qcm.ch) by the **22nd of each month.**

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We hope that you have found this month's continuation report informative. Do not hesitate to contact us for further information.

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We send this Newsletter as information to our customers and friends.



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Took notice of continuation training report

Name	3 Letter Code	Date	Sign