METAL FUSION INC.
FAA APPROVED REPAIR STATION CG3R422L
425 Hurlingame Ave. Redwood, City Ca 94063

EASA SUPPLEMENT

TO FAA 14 CFR 145 REPAIR STATION MANUAL REFERENCE NO. **CG3R422L**

EASA 145 ACCEPTANCE NO. 1456783

This Supplement does not form part of the FAA 14 CFR part 145 RSM/QCM.
Compliance with the FAA accepted supplement together with the FAA 14 CFR part 145 RSM/QCM forms the basis of the European Aviation Safety Agency (EASA) Part-145 approval

This Supplement together with the MFI FAA Far-145 Repair Station Manual forms the basis of Part-145 approval by the EASA Full Member Authorities for maintenance carried out by this organization on aircraft components under the regulatory control of the EASA Full Member Authorities.

This supplement forms part of Metal Fusion Inc. obligations for EASA Part-145 approval as specified in the EASA MAG change 6. Metal Fusion Inc. must maintain and hold a current FAA certificate.

The States of the EASA Full Members Authorities are: Austria, Belgium, Denmark, Finland, France, Germany, Greece, Iceland, Italy, Luxembourg, Monaco, Netherland, Norway, Portugal, Spain, Sweden, Switzerland, and United Kingdom.

Approved:_____Paul Carrick **Date:___10/01/2016** **Revision: Original**

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Record of Revisions		
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Original release Incorporated EASA MAG changes as of 10/01/2016 as applicable to MFI	All	10/01/2016

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Section 1 List of Effective Pages

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Section 2 Amendment Procedure

This Supplement is reviewed yearly by the Chief Inspector and presented for review and signature to the Accountable Manager.

MFI.'s certificated Repair Station is to produce in final form (through using Maintenance Annex Guidance [MAG] current revisions necessary revisions approved by the European Aviation Safety Agency representative at the Federal Aviation Administration Flight Standards Office 1250 Aviation Ave, Suite 295, San Jose, Ca. 95110.
The Accountable Manager is responsible for approving amendments and for ensuring that all amendments to the supplement are submitted to the FAA for acceptance. All FAA required working practices and procedures are reflected in the 14 CFR part 145 RSM/QCM and, if appropriate, in this EASA Supplement.

Failure to ensure that the 14 CFR part 145 RSM/QCM and this EASA Supplement are kept up to date in respect of regulatory changes and that MFI staff comply with the procedures therein could invalidate the EASA Approval.

The European Aviation Safety Agency, Supplement requires approval. Upon acceptance by the European Aviation Safety Agency and Federal Aviation Administration, the accepted revision is made available on-line on the MFI server, in the "Released Documents" folder. Changes to the MAG shall be implemented, as applicable, within 90 days after the change has been published, unless otherwise specified.

Section 3 Introduction

The purpose of the supplement is to describe the intent to comply with the requirements of EASA Part 145 applicable requirements as well as 14 CFR part 145. As such, this document should be considered separate in that it requires FAA recognized delegated approval. The FAA is a recognized authority by means of a bilateral aviation safety agreement. The Agreement permits reliance on each other's surveillance systems to the greatest extent possible. The FAA and EASA have agreed to conduct surveillance of each other's compliance with the special conditions. For the FAA, the frequency of surveillance is based on the current edition of FAA Order 1800.56, National Flight Standards Work Program Guidelines. Order 1800.56 provides the policy for developing and executing baseline annual surveillance activities. Additionally, the Repair Station Assessment Tool (RSAT) is used to modify that work program using risk based concepts that allow the ASI to target specific areas of elevated risk. For EASA, the frequency of surveillance is published in EASA Part-145 Section "B."

Work performed by MFI's certificated Repair Station is approved by European Aviation Safety Agency -member National Aviation Administration (NAA) the maintenance annex guidance (MAG) agreed between the FAA and EASA which specifies the basic differences between the EASA part - 145 and FAR Part 145 and identifies these differences as special conditions.

The employees of this repair station are required to comply with the maintenance special conditions detailed in this EASA supplement in addition to complying with the FAA and 14 CFR parts 145 and 43.

Each mechanic and inspector working for this Repair Station will have access to this Supplement, as hard copy manuals will be distributed to the repair station. It also is available to certificated Repair Station personnel. All employees are working in accordance with the provisions of this EASA Part-145 Approval Certificate and the differences between the EASA and FAA regulations are taken into account. This FAA Supplement in conjunction with FAR 145 accepted RSM and procedures will be used to ensure compliance with all applicable FAA requirements. This supplement, in conjunction with the certificated Repair Station's accepted RSM/QCM, defines the organization and procedures upon which European Aviation Safety Agency's acceptance is based.

The certificated Repair Station's procedures do not override the necessity of complying with any additional requirements formerly published by the European Aviation Safety Agency and notified to this organization from time to time.
MFI's certificated Repair Station allows European Aviation Safety Agency, European Aviation Safety Agency - member National Aviation Administration and the Federal Aviation Administration staff access to the certificated Repair Station to investigate on behalf of the EASA. MFI will accept investigations and enforcement action by EASA IAW relevant EU/EASA procedures and will co-operate with said actions.

It is understood that the European Aviation Safety Agency will issue an approval certificate and list MFI's certificated Repair Station as an acceptable source of maintenance in a formal European Aviation Safety Agency publication when the European Aviation Safety Agency are satisfied that the procedures are being followed and work standards are being maintained. It is understood that the European Aviation Safety Agency reserves the right to revoke any acceptance and remove the certificated Repair

Section 4 Accountable Manager's Commitment Statement

a) Accountable manager means the person designated by MFI who is responsible for and has the authority over repair station operations and served as the primary contact with the FAA. The Accountable Manager ensures that MFI operations are conducted in accordance with the EASA Part-145 requirements. Failure to meet either requirement or standard may result in the EASA to not authorize renewal of acceptance or elect to suspend/limit an EASA acceptance until actions are taken to correct any non-compliance. including ensuring that repair station personnel follow the regulations and.

b) The accountable manager has direct access to the chief executive officer and has a sufficiency of maintenance funding allocation. The Accountable Manager will ensure compliance is demonstrated by adhering to EASA regulations, requirements, and associated material, and the FAA Special Conditions in the Maintenance Annex.

"As the person with overall control of Metal Fusion Inc. I have reviewed the EASA regulations and requirements and the FAA Special Conditions. "This supplement in conjunction with the FAR 145 RSM/QCM CG3R422L defines the organization and procedures upon which EASA approval is based. "These procedures are approved by the undersigned, and must be adhered to, as applicable, when maintenance work/orders are being performed under the conditions of the EASA Part-145 approval. "It is accepted that the repair station's procedures do not override the necessity of complying with any additional requirements formally published by the EASA and notified to this organization from time to time. "It is understood that the EASA shall issue an Approval Certificate and list this repair station in an EASA published list as long as the EASA is satisfied that the procedures are being followed and work standards maintained. It is further understood that EASA reserves the right to revoke the Approval Certificate if EASA considers that procedures are not followed or standards not upheld."

"I agree to ensure that this FAA Supplement will be maintained and kept current by this organization and be accessible to all personnel. I further agree to submit revisions to this Supplement to applicable Aviation Agency and FAA for acceptance before implementing any such revisions."

The certificated Repair Station's procedures do not override the necessity of complying with any additional requirements formerly published by the European Aviation Safety Agency and notified to this organization from time to time.

The Accountable Manager statement will be signed and dated to remain current. Whenever the organization's accountable manager is replaced, the new accountable manager must sign and date a new accountable manager's statement. The organization will forward a copy of the newly-signed statement to the AA

Definition of Aviation Authority (**AA).** A responsible government agency or entity of a European Union Member State that exercises legal oversight on behalf of the European Community over regulated entities and determines their compliance with applicable standards, regulations, and other requirements within the jurisdiction of the European Community.

Section 5 **Approval Basis and Limitation**

European Aviation Safety Agency approval is based on MFI's certificated Repair Station compliance with Title 14, Code of Federal Regulations, Parts 43, 145 and the European Aviation Safety Agency Special Conditions identified in the Maintenance Annex and associated guidance. However, this approval must not exceed the ratings and scope as noted on the MFI 145 Certificate, and must not exceed the ratings permitted by Commission Regulation (EU) No. 1321/2014. Any deviation has to be agreed on a case-by-case basis by the Joint Maintenance Coordination Board (JMCB).

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The maintenance, preventive maintenance, or alteration of civil aviation articles will be performed in accordance with the applicable Federal Aviation Regulations (FARs), in accordance with 14 CFR part 145 for work carried out within the United States. MFI will not maintain or alter any article for which it does not hold an appropriate rating. In addition, MFI will not maintain or alter any article for which it is rated if the appropriate housing, facilities, equipment, personnel, or technical data are not available.

Section 6 **Access by EASA and FAA**.

a) MFI agrees to provide access to EASA and FAA to ascertain compliance with 14 CFR part 145, the EASA requirements, procedures and standards and to investigate specific problems.

b) MFI agrees to accept investigation and enforcement action that may be taken by EASA in accordance with any relevant EU regulations and EASA procedures and that the organization will cooperate with these actions.

Section 7 **Work Orders/Contracts**

MFI shall receive clearly stated work orders describing the scope of the work to be accomplished from the customer. MFI's Accountable Manager or Quality Manager reviews every contract and ensures the customer requirements are documented. Contract Requirements will be documented on Contract Review Form QACR 001 to ensure that the requirements are adequately defined to include as a minimum the inspections, repairs, alterations, overhaul, airworthiness directives and parts replacement required.

MFI ensures that the order requirements are agreed between the customer and MFI before their acceptance.

The required information is then noted on the work instructions and verified by the Accountable Manager or the Quality Manager to ensure all traceability and configuration information and specific tasks such as inspections, repairs, alterations, overhaul, airworthiness directives and parts replacement required are noted.

Work instructions will note the sequential operations to be performed to customer requirements and approved data. Each operation is verified and signed off as completed by the MFI employee who performed the work. Any change will be approved and verified as acceptable by the Accountable Manager or the Quality Manager. Non-conforming product or process will be rejected and controlled as non-conforming per procedure 8.3 of the AS9110 Quality Manual on Form # QAMR 001 Rev A. The customer will be notified by the Accountable Manager or the Quality Manager of all non-conforming parts based on customer contract. All inspections, test. repairs, alterations, overhaul, airworthiness directives and parts replacement will be noted on the applicable work instruction (form # QAIA) and verified as completed by Accountable Manager or the Quality Manager. Each operator, Repairman, or, Inspector will verify all operations for status prior to the starting of the subsequent operation.

MFI will communicate with the customer to ensure that the customer remains responsible for correctly informing the repair station by work order of all required maintenance and alterations.

Section 8 **Approved Design and Repair Data.**

MFI only uses approved data for all of its repair and overhaul operations. The changes to the type design are as follows: Major Changes, Minor Changes, STCs. The EASA-approved design engineering data is normally data supplied by an EASA Design Organization Approval (DOA) holder, or data approved by the National Aviation Authority of the Type Certificate Holder (or equivalent), or data supplied by the customer and approved by the EASA. In all cases, the customer is responsible for confirmation of data approval. Details for the acceptance and /or validation of FAA approved changes to the type design by EASA are contained in Annex 1 to the Agreement and in the Technical Implementation Procedures (TIP).

NOTE: EASA defines "design change" as a change to the type design. EASA *does not* automatically accept alterations that affect type design.

MFI shall ensure compliance to the EASA controls for Repairs as follows:

(1) FAA shall approve design data in support of major repairs in accordance with FAA Order 8110.4, Type Certification; FAA Order 8110.37, Designated Engineering Representative Guidance Handbook; FAA Order 8100.15, Organization Designation Authorization Procedures; and FAA Order 8900.1, Flight Standards Information Management System. Minor repairs are made in accordance with "acceptable" data, in accordance with 14 CFR part 43.

(2) EASA shall approve design data in support of repairs in accordance with EASA Part 21 Subpart M-Repairs and EASA's procedure Type Certificate Change and Repair Approval, and as applicable EASA Acceptance of FAA Repair Design Data. Non-Critical Components.

(1) EASA shall accept data used in support of major repairs regardless of the State of Design of the product, part or appliance, if:

(i) EASA has certificated/validated the product or appliance,

(ii) The FAA is the authority of the State of Design for the repair design data, and

(iii) The FAA repair design data approval is substantiated via an FAA letter or FAA Form 8110-3, FAA Form 8100-9, properly executed FAA Form 337, or a signed cover page of a repair specification.

(2) EASA shall also accept data used in support of minor repairs when:
(i) EASA has certificated/validated the product or appliance,
(ii) The FAA is the authority of the State of Design for the repair design data, and
(iii) The repair design data has been provided by a U.S. TC/STC or TSOA holder, or
(iv) For minor repairs from other than a U.S. TC/STC or TSOA holder, the determination that data is acceptable (under 14 CFR Part 43) has been made by a U.S. maintenance organization under FAA's authorized system.
NOTE: An EU company must use EASA Part 21 for the approval of repair data for use on an EU-registered aircraft. Unless the minor repair data has been previously used on an N-registered aircraft, an EU company cannot determine any data to be acceptable data under 14 CFR Part 43 for use on an EU-registered aircraft.

(3) In these circumstances, repair design data are considered to be EASA approved following its approval or acceptance under FAA's system. This process does not require application to EASA or compliance findings to the EASA certification basis.

Critical Components
NOTE: A critical component is defined as a part identified as critical by the design approval holder during the validation process, or otherwise by the exporting authority. Typically, such components include parts for which a replacement time, inspection interval, or related procedure is specified in the Airworthiness Limitations section or certification maintenance requirements of the manufacturer's maintenance manual or Instructions for Continued Airworthiness.

(4) EASA shall accept any critical component repair design data from a TC/STC holder, regardless of the State of Design of the product, if.
(i) EASA has certificated/validated the product, and
(ii) The FAA is the authority of the State of Design for the repair design data.
(iii) In these circumstances, repair design data are considered to be EASA approved following its approval under FAA's system. This process does not require application to EASA or compliance findings to the EASA certification basis.

(5) Repair design data on critical components, developed by organizations/persons that are not the TC/STC Holder, shall be submitted to the Agency for approval following the standard application procedure, with an EASA Form 31. Applicants do not need to hold a DOA if the repair data has been approved by the FAA.

Section 9 Airworthiness Directives

Prior to any work being performed, the FAA Repairman verifies if any Airworthiness Directive is applicable to the product. The Repairman documents the Airworthiness Directive on the Service Notifications and verifies that the customer has authorized maintenance to the Airworthiness Directive by reviewing the customer incoming paperwork. If the Airworthiness Directive is not authorized by the customer, the repairman will notify the company Customer Account Manager or Customer Service Representative to obtain authorization from the customer. (No work can be performed until authorization has been obtained). MFI will ensure that it makes the applicable EASA ADs available to its personnel when they perform work under its EASA approval and rating.

In addition, The FAA Certified Repairman verifies that Airworthiness Directives published through the FAA and EASA have been complied at time of shipping. If MFI cannot meet the required FAA Airworthiness Directive, it shall notify the customer prior to work beginning. The information concerning

the failure to comply will be documented in the contract review or NCM form QAMR 001 Rev A. and submitted to the customer in writing within 48 hours of MFI noting the FAA AD noncompliance

Section 10 Release and Acceptance of Components

Regardless of the method to be used to indicate approval for return to service, the Chief Inspector or designee conducts a final inspection. Designees include only those Certified Repairmen authorized by the Authority and Roster of Inspection Personnel to return air carriers aircraft components and appliances to service in accordance with EASA Part-145 and carried out in accordance with 14 CFR § 43.9, except that Section B, Appendix 1, paragraphs 7 through 10 shall also be taken into account. At the completion of maintenance, an FAA Form 8130-3 shall be issued as a maintenance release by the repair station.

The Chief Inspector or designee audits the job record package, identified by the Work Order, to determine that all work has been inspected as required for compliance with the appropriate inspection system and EASA Part -145. If this inspection results in affirmative findings, the Chief Inspector or designee approves the Work Order for return to service. The FAA Form 8130-3 will include the EASA Part-145 release to service certifying statement with the EASA Part-145 Approval Certificate number in block 12, and specify any overhaul, repairs, alterations, Airworthiness Directives, replacement parts, PMA parts and quote the reference and issue/revision of the approved data used.

Any subsequent approval may not be given unless the component is re-inspected by the Quality Department. This approval will be accomplished as appropriate to the work done, the article involved, the records available with the article, and the instructions of the customer and will be exercised to comply with EASA Part-145.

a) The completed Work Order clearly states and specifies the scope of the work including the inspection, tests, repairs, alterations, overhauls, Airworthiness Directives, parts and replacements that must be accomplished per customer requirements. 1) A description (or reference to the data acceptable to the Administrator) of the work performed; (2) The date of completion of the work; (3) The signature of the person authorized by the repair station to return the aircraft to service; (4) The FAA repair station certificate number; (5) Additional requirements specified by the operator; and (6) All recordkeeping shall be 10-year minimum for major repairs and major alterations. All the documents for the release documents for components and parts shall ensure acceptance by MFI inspection to approved data. All release documents will be in English.

b) An 8130-3 will be issued per EASA-145
The FAA Form 8130-3 should include the EASA Part-145 release to service certifying statement with the EASA Part-145 Approval Certificate number in block 12, and specify any overhaul, repairs, alterations, Airworthiness Directives, replacement parts, PMA parts and quote the reference and issue/revision of the approved data used.

c) An example completed FAA Form 8130-3 (see Form Section 21) dual release shall be included by the repair station in the supplement. Instructions shall be included in the supplement specifying that blocks 13a through 13e are not to be used by the repair station.

d) The signature of the person returning the component to service shall be in block 14b with the FAA Repair Station Certificate number in block 14c.

e) The status of the component (repaired, inspected, overhauled, etc.) shall appear in block 11 with any relevant comments including detailed references to approved data, Ads, etc., in block 12.

Example: “Overhauled in accordance with CMM 111, Section X, Rev 2, S/B 23 and FAA AD xyz complied with. Full details held on WO 456.”

f) Block 12 shall also contain the following statement:
“Certifies that the work specified in block 11/12 was carried out in accordance with EASA Part-145 and in respect to that work the component is considered ready for release to service under EASA
Part-145 Approval Number: “EASA 145…….”

g**) NOTE: In the case of maintenance carried out by a U.S.-based EASA Part-145 approved organization subject to the Agreement, EASA only recognizes the dual release FAA**
Form 8130-3 for component, engine, or propeller maintenance
MFI has noted that the sub clause “except as otherwise specified” is intended for use with two types of deviations as follows:

(1) The case where all required maintenance was not carried out. In this case, list the maintenance not carried out in Block 12 and/or attachments.

(2) The case where the particular maintenance requirement was only EASA-approved and not FAA-approved. Example: an EASA Airworthiness Directive not approved by the FAA.

h**) ROSTERS**
The Accountable Manager is responsible for maintaining and updating the roster of personnel authorized to sign an FAA Form 8130-3 (maintenance release) for approving a maintained or altered article for return to service, and **summaries of employment**. MFI will maintain a roster: management and supervisory personnel, inspection personnel, and personnel who are authorized to sign a maintenance release for return to service in a matrix format. The Accountable Manager will update the roster/summaries within 5 business days after a change such as termination, reassignment, changes in duties or scope of assignment, or addition of personnel. The rosters will be located in the Repair Station. All personnel listed on the roster will have a relevant employment history that complies with 14CFR part ***145.161***. Additionally, for all certificated persons on the roster, a copy of their certificate will be kept with their employment summary. The roster and employment summaries will be maintained in the office of the Accountable Manager and will be available to EASA/ FAA.

i) **Acceptability of Component.**
The processes for verification of purchased product or service are found in the specific quality plans for those products or services.
The process selected and included in the quality plans depends on the critically of the purchased product and the performance history of the supplier. The processes for
verification activities may include
a. obtaining objective evidence of the quality of the product from suppliers (e.g., accompanying documentation, certificate of conformity, test reports, statistical records, process control),
b. inspection and audit at supplier’s premises,
c. review of the required documentation,
d. inspection of products upon receipt, and
e. delegation of verification to the supplier, or supplier certification.

j) Purchased product shall not be used or processed until it has been verified as conforming to specified requirements unless it is released under positive recall procedure. Where MFI utilizes test reports to verify purchased product, the data in those reports shall be acceptable per applicable specifications. The organization shall periodically validate test reports
All incoming material must be inspected for quantity, quality, conformity to dimensions, adherence to purchase order requirements or specifications. Compliance to approved data, state of preservation.

Certification from supplier and customer flow down requirements. At this time, the cure date of material having shelf life must be noted, and the older stock used first, provided it is not beyond manufacturer's specifications. Components authorized for use during maintenance, shall comply with the following requirement. Only the following new and used serviceable components may be fitted during maintenance.

(1) New Components

(a) New components must be traceable to the Production Approval Holder (PAH) and be in a satisfactory condition for installation. An authorized release document, as detailed below, must accompany the new component.

(i) For new components released by a U.S.-PAH, release must be documented on FAA Form 8130-3 as a new part.

NOTE: New parts that were received into inventory prior to October 1, 2016, at a minimum, have a document or statement (containing the same technical information as an FAA Form 8130-3) issued by the PAH or supplier with direct ship authority. Parts currently in inventory, documented with the required information, will be grandfathered and remain suitable for installation, provided the certification/release date on these parts is prior to October 1, 2016.

(ii) For new components released by an EU-PAH, release must be on an EASA Form 1 as a new part.

(iii) For new components released by a Canadian PAH, release must be on the Transport Canada Civil Aviation (TCCA) Canadian Form One as a new part.

(iv) Fabricated parts, produced by an appropriately rated repair station with a quality system, for consumption into a repair or alteration of a product or article in accordance with 14 CFR part 21, section 21.9(a)(6), and part 43, are not subject to the foregoing provision.

(v) Standard parts are not subject to the forgoing provisions, provided such parts are traceable to the manufacturer, accompanied by a conformity statement, and are in a satisfactory condition for installation.

NOTE: EASA Standard Parts Definition: Per AMC M.A.501(c), "Standard Parts are: parts manufactured in complete compliance with an established industry, Agency, competent authority or other Government specification which includes design, manufacturing, test and acceptance criteria, and uniform identification requirements. The specification should include all information necessary to produce and verify conformity of the part. It should be published so that any party may manufacture the part. Examples of specifications are National Aerospace Standards (NAS), Army-Navy Aeronautical Standard (AN), Society of Automotive Engineers (SAE), SAE Sematec, Joint Electron Device Engineering Council, Joint Electron Tube Engineering Council, and American National Standards Institute (ANSI), EN Specifications etc"

(vii) PMA parts may only be accepted as detailed in subparagraph 10(k)(1)(a)(i) above and in the Technical Implementation Procedures (TIP).

(viii) New components provided by a U.S. air carrier shall have documentation in accordance with the U.S. air carrier's Continuous Airworthiness Maintenance Program (CAMP).

2) **Used Components:** All incoming material must be inspected for quantity, quality, conformity to dimensions, adherence to purchase order requirements or specifications. Compliance to approved data, state of preservation. Certification from supplier and customer flow down requirements. At this time, the cure date of material having shelf life must be noted, and the older stock used first, provided it

is not beyond manufacturer's specifications MFI's acceptability of components authorized for use during maintenance, shall comply with the following requirement:
Used components must be traceable to FAA- and/or EASA-certificated facilities that are approved and authorized to certify the maintenance, preventive maintenance, and/or alterations which they have performed. In the case of life limited parts, the life used must be documented. The used component must be in a satisfactory condition for installation and be eligible for installation as stated in the PAH parts catalogue or aviation authority (AA) approval document. An authorized release document, as provided below, must accompany the used component.

(i) An FAA Form 8130-3 issued as a dual maintenance release must accompany used components from EASA-approved U.S.-based 14 CFR part 145 repair stations.

(ii) Used components from a 14 CFR part 145 repair station not EASA-approved must not be used even if accompanied by an
FAA Form 8130-3.

(iii) An EASA Form 1 issued as a maintenance release shall accompany used components from EASA Part-145 approved maintenance organizations not located in the U.S.

(iv) A Canadian Form One issued as a maintenance release must accompany used components from a Canadian EASA-approved maintenance organization.

NOTE: Canadian EASA-approved maintenance organizations will specify the EASA release statement and their EASA approval number in the remarks block of Canadian Form One.

(v) Used components that have been issued a triple release (i.e., certifying compliance with FAA, EASA, TCCA requirements) on an EASA Form 1 as a maintenance release are acceptable.

MFI will note as applicable for the 8130-3, EASA form 1 single release when one or more products/articles are installed.

One or more products/articles were installed with an EASA Form 1 single release and so the final assembly cannot be released with an 8130-3 dual release. The final release should be issued with the following statements in the specified blocks.

"The final assembly is eligible to be installed only on an EU registered aircraft."
In block 14a only check the box mentioning "Other regulation specified in block 12." Do not check box that states compliance to 43.9.

In block 12, the following text should be inserted: "Certifies that the work specified in Block 11/12 was carried out in accordance with EASA Part 145 and in respect to that work the component is considered ready for release to service under EASA Part 145.

This product/article meets part 43.9 requirements, except for the following items, and therefore is **"not"** eligible to be installed on U.S.-registered aircraft:"
(List the items)

Section 11 Certificate of Airworthiness (C of A) Validity

MFI's Accountable Manager or Quality Manager review each contract for Repair/Overhaul to ensure required approved data and customer requirements. MFI will only use and comply with manufacturers' maintenance manuals or ICA. Only English copies of the technical data from

which the MFI's internal documents were developed will be used. However, MFI may convert technical data (i.e., ICA, manufacturers' maintenance manuals, or type certificate holders' continued airworthiness data) into internal documents such as work cards, work sheets, and shop travelers. All converted data must be approved by the Accountable Manager or the Quality Manager. MFI has established procedures to ensure that its English language copy of technical data and any internal documents developed from this technical data are current and complete. The Accountable Manager or Quality Manager will review all translated data against internet translation services, hard copy translation data, or expert trusted translation resources. MFI shall keep an English copy of the technical data at the MFI facility as identified on the FAA certificate and make it available to the FAA on sampling inspections or investigation.
All maintenance performed for a U.S. air carriers, including all major repairs and major alterations, must be recorded in accordance with that air carrier's manual. Major repairs performed for a U.S. air carrier must be recorded on FAA Form 337, or on a work order signed and dated by MFI. Major alterations performed for anything other than a U.S. air carrier, (i.e., U.S.-registered general aviation aircraft or part 125 aircraft, as described in this sample supplement paragraph 12 above) must be recorded on an FAA Form 337. EASA part 145 requires MFI to follow the operators' work orders and manuals; MFI shall only use approved data, and shall maintain documents and records in English. The FAA and/or AA, EASA representatives may request documents, records, or procedures to ensure compliance.

Approved Design and Repair Data
The Chief Inspector confirms that the customer has provided data supplied by the original equipment manufacturer (OEM) or data approved by the national aviation authority of the type certification holder (or equivalent) or customer supplied data that is EASA approved, before permitting work on the product.

Repair design data developed by U.S. organizations/persons for use on EU-Registered aircraft and related articles

1. Automatically approved data.
Note. A critical component is defined as a part identified as critical by the design approval holder during the validation process, or otherwise by the exporting authority. Typically, such components include parts for which a replacement time, inspection interval. Or related procedure is specified in the Airworthiness Limitations section or certification maintenance requirements of the manufacturer's maintenance manual or instructions for Continued Airworthiness.

For each individual repair design, FAA shall approve design data in support of major repairs in accordance with FAA Order 8110.4, Type Certification; FAA Order 8110.37, Designated Engineering Representative Guidance Handbook; FAA Order 8100.15, Organization Designation Authorization Procedures; and FAA Order 8900.1, Flight Standards Information Management System. Minor repairs are made in accordance with "acceptable" data, in accordance with 14 CFR part 43.

For each individual repair design, EASA shall approve design data in support of repairs in accordance with EASA Part 21 Subpart M-Repairs and EASA's procedure Type Certificate Change and Repair Approval

NOTE: Although EU aircraft have indefinite C of As, the C of A's validity period is verified by means of an "Airworthiness Review Certificate" (ARC). The EASA Operator or owner is responsible for ensuring the C of A remains valid but the repair station should ensure that the ARC has not expired prior to release of the aircraft as specified in Section B Appendix 1

paragraph 12. If the ARC has expired, inform the customer prior to the release as specified in paragraph 12.

Section 12 **Release of Aircraft After Maintenance**
This element is not applicable to the scope of MFI

Section 13 **Reporting of Unairworthy Conditions**
MFI's certificated Repair Station shall report any service defects when found in EASA Aircraft or Components. The defects must be reported to EASA and the Customer or Operator within 3 working days. When reporting to EASA, the identity of the customer must be included to allow follow up action**.**

Submitting Online
The European Aviation Safety Agency (EASA) Internet page for the Technical **Occurrence Report Form 44** submission is at http://easa.europa.eu/iors/reporting.html
Follow all instructions for completion and direct submittal.

The Federal Aviation Administration Internet page for **Service Difficulty Reporting Form (SDR)** is at http://av-info.faa.gov/sdrx/. EASA online reporting system, or in a form and manner acceptable to the FAA containing the information required by 14 CFR part 145, § 145.221 in English.
Follow all instructions for completion and submittal**.**
Responsibility for Submitting the Reports
The (1) Chief Inspector or (2) the Overhaul and Repair Manager are responsible for preparing and submitting the "Service Difficulty Reporting" form. However, this is not exclusive. Anyone may submit a EASA "Technical Occurrence Report Form 44 and a FAA Service Difficulty Report (SDR Form) when applicable the purpose of the form is to describe the malfunction or defect completely, without withholding any pertinent information.

A reference courtesy copy of the electronic form being submitted is to be printed and sent to the affected customer or air-carrier. The affected customer or air-carrier is also notified that the report is being sent to the Federal Aviation Administration Flight Standards Office 1250 Aviation Ave, Suite 295, San Jose, Ca. 95110.

The European Aviation Safety Agency - Member National Aviation Administration is notified and is given a reference courtesy copy of the report.

European Aviation Safety Agency
Postfach 10 12 53
D-50452
Koeln, Germany
011 49 221 8999 0000 telephone
011 49 221 8999 0099 fax

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Suspected Unapproved Parts Program (SUP) Reporting Requirements.
Any component received that is a suspected unapproved part (SUP) must be immediately returned to the Quality Assurance Manager /Chief Inspector or designee. The Quality Assurance Manager/Chief Inspector or designee then immediately files an FAA 8120-11, Suspected Unapproved Parts Notification (see example in Forms section 21) to the SUP Program Office in Washington D.C. with a copy to our local San Diego FSDO. To preclude those parts from being used, the President/ Quality Assurance Manager / Chief Inspector or designee places such items in the locked holding area MRB Cabinet, until disposition of the part is established. Only

authorized personnel are allowed into the MRB Cabinet. The authorized personnel are the President, the Quality Assurance Manager/Chief Inspector.
MFI's certificated Repair Station shall report any Suspected Unapproved Parts when found in any article, part or components. MFI must submit reports to the FAA under the FAA SUP as detailed in AC 21-29 (current edition) within 3 days.

Responsibility for Submitting the Reports
The (1) Chief Inspector or (2) the Overhaul and Repair Manager are responsible for preparing and submitting the SUP report and data.

A reference courtesy copy of the electronic form being submitted is to be printed and sent to the affected customer or air-carrier. The affected customer or air-carrier is also notified that the report is being sent to the Federal Aviation Administration Flight Standards Office 1250 Aviation Ave, Suite 295, San Jose, Ca. 95110.

The European Aviation Safety Agency - Member National Aviation Administration is notified and is given a reference courtesy copy of the report.

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Section 14 Quality Assurance System (QAS)

1) Summary of The Quality Systems. (QAS)
This is a description of MFI's certificated Repair Station Quality Assurance System (QAS), including its audit procedures and management control. Included are descriptions of both an Independent Audit System and a Management/Control and Follow-Up System.

The Primary Objective of The QAS Is to Enable MFI To Satisfy Itself That It Can Deliver a Safe Product and That It Remains in Compliance With 14 CFR Part 43, 14 CFR Part 145 And the EASA Special Conditions.

a) The QAS Should Include All the Contracted Work in Accordance with Guidance Given In Item 16 Of The Supplement.

b) MFI shall develop An Audit Plan Annually That Includes Applicable Paragraphs Of 14 CFR Part 43 And Part 145 and the EASA Special Conditions

(i) Independent audit system
The Independent Audit System is a process that consists of sample audits of all aspects of the applicant's ability to complete all maintenance on time and to the required standards. It represents an overview of the complete maintenance system and does not replace the need for mechanics to ensure they perform maintenance to the required standards, nor does it replace any associated inspection/quality control systems. Independence should be established by ensuring that audits are not performed by the personnel from one section/department in accordance with a procedure under this paragraph. The Audit task may be contracted to a qualified auditor not employed by the repair station and who is acceptable to the EASA. Independence shall be established by
ensuring that audits are not carried out by the personnel responsible for
the function, procedure, or product being audited.

Title 14, Code of Federal Regulations, part 121 Line Stations
MFI's certificated Repair Station is not associated with Title 14, Code of Federal Regulations, part 121 Line Stations. This subsection is not applicable to MFI's certificated Repair Station.

(ii) Audit Procedures
Procedural Audits will monitor compliance with required aircraft component standards and adequacies of all of the maintenance and related quality procedures of this manual to ensure that such procedures of the EASA part 145 Repair Station manual invoke good maintenance practices and airworthy aircraft components. Procedural audits are audited to ensure process and procedure acceptance.

(iii) Product Audits ensure example of products are used as the basis for each process being audited; however, in the case of store/stock audits, ensure a random selection of parts is used for the audit, changing the part number of the product being audited changed each year. The sample check of a product means to witness any relevant testing and visually inspect the product and associated documentation. The sample check should not involve repeat disassembly or testing unless the sample check identifies findings requiring such action. It is acceptable to use personnel from one section/department to audit the work and products of another section/department in accordance with this procedure.

(iv) A process audit will select products/documents to be audited from random samples. The audit program should be applied at least once per year. In the case of procedures common throughout the certificated Repair Station, the procedure shall be audited only once per year if there are no problems.

A report is to be completed for each audit performed describing what was checked and any findings/discrepancies. The audit procedures must state that the report must be sent to the relevant department(s)and/or the quality manager for corrective action and should give target correction dates.

The auditor needs to ensure the effectiveness of any corrective action taken and verify that the relevant department(s) corrected any findings/discrepancies and informed the Quality Department.

(v) MFI has defined a primary product line as any product line where the systems and procedures are very similar throughout that product line. MFI contract the audit function to a person acceptable to EASA who is not employed by the repair station. But in this case the audit of all applicable 14 CFR parts 43 and 145 provisions and EASA Special Conditions as detailed in this guidance must be carried out twice per year.

(vi) Corrective Actions
When EASA, FAA, Customer or internal audits note areas of concern that need corrective actions, the corrective actions shall be appropriate to the nature of the finding and within the time limit established by the auditing entity. Corrective actions /Corrective Action plans must be verified as acceptable and correct the noted nonconformance. The actions taken by the auditing entity for failure to correct the noted nonconformances shall be based on the authority of the auditing entity.

2) Management Control Follow-up System
The Management Control Follow-up System, which must not be contracted to outside persons, consists of a system to ensure that all findings/discrepancies resulting Independent Audit System are corrected in a timely manner. The system enables the Accountable Manager to remain informed about the state of compliance and of any safety issues.

(i) The Accountable Manager holds, at least once per year, a meeting to check the progress on clearing outstanding findings/discrepancies with the senior staff involved to review the overall performance

Section 15 Provision of Hangar Space or Aircraft Maintenance.
This element is not applicable to the scope of MFI

Section 16 Contracted Maintenance
If MFI's certificated Repair Station contracts part of its maintenance out to another organization that organization is to be specified in the section of the European Aviation Safety Agency, Supplement. These organizations must either (1) be listed by the European Aviation Safety Agency according to the type of maintenance work performed or (2) must work under the certificated Repair Stations' contracted provisions of Title 14, Code of Federal Regulations, part 145.

1) List of Contractors. MFI shall maintain a list of contractors. The list contains the name, address, and certificate and rating if applicable. The EASA can accept this practice when the list identifies, by an asterisk or other means of identification, those contractor(s) MFI will use to support maintenance activities for U.S.-registered aircraft or aeronautical products to be installed on such aircraft. MFI shall make the list of contractor(s) available to the EASA and FAA in the English language on request.

2) Qualifying and Auditing Contractor. MFI shall:
a) maintain a register of approved suppliers that includes the scope of the approval;
b) periodically review supplier performance; records of these reviews shall be used as a basis for establishing the level of control to be implemented;
c) define the necessary actions to take when dealing with suppliers that do not meet requirements;
d) ensure where required that both MFI and all suppliers use customer-approved special process sources;
e) ensure that the function having responsibility for approving supplier quality systems has the authority to disapprove the use of sources
f.) take appropriate measures to prevent the purchase of counterfeit/unapproved product

3) MFI. will:

a) Evaluate and select subcontractors based on their ability to meet subcontract requirements including the quality system and any specific quality assurance requirements.

b) Define the type and extent of control exercised by MFI. over subcontractors, depending on:
- The type of product.
- The impact of subcontracted product on final product quality.
- Where applicable, on the quality audit reports and/or quality records of the previously demonstrated capability and performance of subcontractors.

c) Include a review of such factors as product complexity, subcontractor's demonstrated process control, and MFI. ability to inspect product upon receipt;
d) Establish and maintain quality records of acceptable subcontractors and establish and maintain an Approved Supplier List for all sub-tiers that provide purchased hardware used on customer products.
e) Ensure that all subcontractors and their subcontractors are customer-approved special

processors and overhaul and repairs' authorized distributors, as required and listed in customers' approved sources documents, unless otherwise specified in the contract.

4) Contracting to non-EASA approved-certificated Sources. If MFI contracts a function to a non-EASA-certificated source, the contracted facility must be appropriately rated to perform the work.
(i) MFI is responsible for approving for return to service each item on which work is performed and for ensuring its airworthiness.

(ii) Any non-EASA-certificated contractor to which work is contracted must be under the control of MFI's Quality System. Additionally, MFI must inspect each item on which contracted work has been performed for compliance with this supplement.
(iii) If MFI cannot determine the quality of contracted work, the work can only be contracted to an EASA-certificated facility that is able to test and/or inspect the work performed and issue a return to service for the work performed. If the contracted item must be disassembled by MFI to determine the quality of the work performed, then it should not be contracted to a non-EASA-certificated source.

5) Contracting to EASA approved-Certificated Facilities. When MFI contract functions to another organization that is EASA-certificated, the contractor is responsible for approving the return to service for each item on which it has worked.
ii) MFI shall verify that the EASA-certificated organization which work is contracted is properly certificated to perform that work., by reviewing the EASA website for approval and scope.
Receiving Inspections will be performed as noted in the **Acceptability of Component** section.

All receiving inspection personnel are trained in verification of documentation, reviewing the MFI purchase order against the contracted facility certifications and documents. In addition, the inspectors shall be proficient in visual inspection of incoming products, components, or parts, for hidden damage, dimensional criteria, approved data compliance, and traceability and configuration verification and documentation as a minimum. Special inspection, testing, or repair technical training for receiving inspection personnel who inspect contracted work will be implemented as required based on the complexity, uniqueness, and special requirements.

All received items will be processed per AS9110 QA Manual section 7.5.4.2 quality plans that include work instructions, and receiving inspection procedures. Any noncompliance will be controlled per the procedures controlling NCM in the FAR 145 Quality and RSM.

Airworthiness determination of any item received based on a technical review of the contractor's source documentation, will be performed by the Chief inspector or trained designee based on the receiving documentation and inspection to approved data made by the receiving personnel.

All receiving items will be documented in Form No QARL 001 Receiving Log based on MFI purchase Order, item configuration data, supplier name, date received, and acceptance status. All contractor records will be part of the applicable item quality history and will be retained as quality records for 10-year minimum based on customer contract. Blank forms are located in in the Shipping & Receiving Log Book.

6) Auditing of contractors

MFI. assumes the responsibility for the quality of all parts, hardware, materials, articles, software and services purchased from subcontractors, including customer-designated sources. Purchasing makes subcontractor selection with approval of Quality Assurance. Quality Assurance includes one or more of the following evaluation methods:

A) Surveys, **B)** Past Quality History,
C) Customer approval **D)** Product appraisal. **E**). Certification with approved Scope

The application of the above process is tempered by impact of the purchased material on the product and/or service realization process. All suppliers will be evaluated yearly for quality and delivery data. Physical audits need not be performed if quality of contracted product is acceptable and the contractor approval is based on items A, B, C, D, and/or E. Approvals will be documented and will be retained as quality records for 10-year minimum based on customer contract.

MFI will ensure contractors comply with approved data to include operators' manuals, manufacturers' manuals, and ICA by reviewing the documents and items supplied against the MFI purchase order and customer mandated acceptance and overhaul/repair documents. Any noncompliance will be controlled per the procedures controlling NCM in the FAR 145 Quality and RSM

MFI will inform contractors of any changes applicable for the delivery of acceptable product or services by detailing the required approved data, tasks, items, products, and/or documentation on the MFI purchase orders to the contractor.

Section 17 Human Factors

MFI will use human factors training procedure referenced in Metal Fusion Quality System Manual, Section 6 Resource Management to ensure the detection and rectification of maintenance errors that may endanger the safe operation of aircraft. MFI shall ensure that the FAA-approved initial and recurrent training program and any revision thereto includes human factors training, addressing resources, human performance limitations, shift changeover and how personnel are trained, to ensure an understanding of the application of human factors principles. The following topics shall be covered: In addition to a general introduction covering safety, culture, environmental, and organizational factors, the Repair Station personnel will receive initial and recurring Human Factors training in the following key areas:

a) General/Introduction to human factors (Section 14-3 to 14-8)
b) Safety Culture/Organizational factors (Section 14-9)
c) Human Error (Section 14-10)
d) Human performance and limitations (Section 14-3 to 14-8)
e) Environment (Section 14-9)
f) Procedures, information, tools and practices (Section 14-3 to14-9)
g) Communication (Section 14-11)
h) Teamwork (Section 14-16)
i) Professionalism and integrity (Management Overview)
j) Organization's Human Factors program (The human Factor Handbook Chapter 14)

Section 18 Line Station

This element is not applicable to the scope of MFI

Section 19 Work Away from a Fixed Location

This element is not applicable to the scope of MFI

Section 20 Definitions

1. Accountable Manager [EASA]. The accountable manager is normally intended to mean the chief executive officer of the organization, who by virtue of position has overall [including in particular, financial] responsibility for running the organization. When the accountable manager is not the chief executive officer, he must have direct access to the chief executive officer and have a sufficiency of maintenance funding allocation.

2. Airworthiness approval. A finding that the design or change to a design of a civil aeronautical product meets applicable standards or that an individual product conforms to a design that has been found to meet those standards and is in a condition for safe operation.

3. Alteration or Modification. A change to the construction, configuration, performance, environmental characteristics, or operating limitations of the affected civil aeronautical product.

4. Aviation Safety Inspector (ASI). An ASI applies a broad knowledge of the aviation industry, the general principles of aviation safety, and federal laws, regulations, and policies affecting aviation. In addition, an ASI applies intensive technical knowledge and skill in the operation and maintenance of aircraft. For the purposes of this guidance, the acronym ASI includes FAA principle maintenance inspectors (PMI), principle avionics inspectors (PAI) and principle inspectors (PI).

5. Aviation Authority (**AA).** A responsible government agency or entity of a European Union Member State that exercises legal oversight on behalf of the European Community over regulated entities and determines their compliance with applicable standards, regulations, and other requirements within the jurisdiction of the European Community.

6. Civil Aeronautical Product. Any civil aircraft, aircraft engine, or propeller, or appliance, part, or component to be installed thereon.

7. Data approved by EASA. Data approved by the EU Technical Agent or by an organization approved by that Technical Agent, including U.S. design data reciprocally accepted under Annex 1.

8. Data approved by the FAA. Data approved by the Administrator or the Administrator's designated representative, including EU design data reciprocally accepted under Annex 1.

9. Environmental approval. A finding that the design or change to a design of a civil aeronautical product meets applicable standards concerning noise, fuel venting or exhaust emissions.

10. Environmental Testing. A process by which the design or change to a design of a civil aeronautical product is evaluated for compliance with applicable standards and procedures concerning noise, fuel venting or exhaust emissions.

11. FAA Coordinator (AFS-54). The FAA Coordinator serves as the primary liaison for all communications (except for policy and guidance) with the AA on issues concerning 14 CFR part 145 AMOs located outside the United States. Additional duties and responsibilities of this position can be found in FAA Order 8900.1.

12. FAA Coordinator (IFO). International Field Office Principal Inspectors assigned oversight responsibilities for repair stations located in a specific country. The FAA Coordinator should establish a line of communication with the appropriate AA representative and FAA representative to coordinate and plan for the transfer of certificates and address any concerns raised by EASA/AA. The FAA Coordinator should ensure all outstanding findings have a corrective action plan agreed upon by the FAA and the AA. If there are any outstanding or pending violations that
may result in an enforcement action, the transfer can occur only after the violation is resolved or the JMCB determines otherwise. The FAA Coordinator should arrange for the FAA representative to meet with the AAs to provide an opportunity for the FAA and AA to exchange information. Copies of the current documentation for the AMOs being turned over should include all applicable documents. Additional duties and responsibilities of this position can be found in the current edition of FAA Order 8900.1, Flight Standards Information Management System.

13. FAA National Coordinator (AFS-300). The FAA National Coordinator supports the Agreement at the headquarters-level and serves as the liaison between the FAA Regional Coordinator and EASA. The FAA National Coordinator also manages interactions pertaining to interpretation of policy issues and other EASA-related activities. Additional duties and responsibilities can be found in FAA Order 8900.1.

14. FAA Regional Coordinators (AXX-200). The FAA Regional Coordinator serves as the primary point of contact (POC) for Flight Standards District Offices (FSDOs) within their region that has oversight responsibility of EASA Part-145 repair stations concerning EASA-related issues. This position also provides a central POC for EASA relating to various issues, such as EASA Part-145 SIS audits, communicating changes in FAA guidance to FSDOs, and sharing information related to EASA-identified issues. When able, the FAA Regional Coordinator also resolves issues between EASA and the FAA at the regional level. Additional duties and responsibilities can be found in FAA Order 8900.1.

15. Maintenance. The performance of any one or more of the following actions: inspection, overhaul, repair, preservation, or the replacement of parts, materials, appliances, or components of a civil aeronautical product to assure the continued airworthiness of such a product; or the installation of previously approved alterations or modifications carried out in accordance with requirements established by the appropriate Technical Agent.

16. Maintenance Annex. Annex 2 of the Agreement between the United States of America and the European Community on Cooperation in the Regulation of Civil Aviation Safety.

17. Monitoring. Periodic surveillance to determine continuing compliance with the appropriate standards.

18. Overhaul. A process that ensures the aeronautical article/item is in complete conformity with all applicable service tolerances specified in the type certificate holders, or equipment manufacturer's instructions for continued airworthiness, or in the data that is approved or accepted by the Authority. No person may describe an article/item as being overhauled unless it has been at least disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested in accordance with the above specified data.

19. Production Approval Holder (PAH). As used for consistency in the context of this document includes EU Production Organizations Approvals (POA), FAA Production Approval Holders (PAH), and Transport Canada Civil Aviation (TCCA) Manufacturer Certificate Holders (MCH).

20. Regulated Entity. Any natural or legal person whose civil aviation safety and environmental testing and approval activities are subject to the statutory and regulatory jurisdiction of one or both of the Parties.

21. Special Conditions. Those requirements in either 14 CFR parts 43 and 145 or in Commission Regulation (EC) No. 2042/2003 Annex II (hereinafter referred to as EASA Part-145) that have been found, based on a comparison of the regulatory maintenance systems, not to be common to both systems and which are significant enough that they must be addressed.

22. Technical Agent. For the United States, the FAA's Flight Standards Service Aircraft Maintenance Division (AFS-300); and for the European Union, the European Aviation Safety Agency (EASA) Flight Standards Directorate.

Section 21 Forms

Federal Aviation Administration "Airworthiness Approval Tag or Authorized Release Certificate, 8130-3"

This form is used in place of the Maintenance Release Tag for return to service of repairable or overhauled articles. The work must be accomplished by the certificated Repair Station under Title 14, Code of Federal Regulations, parts 121, 135 having a continuous airworthiness maintenance program in accordance with Title 14, Code of Federal Regulations, part 145.

Only those representatives authorized in accordance with title 14, code of federal regulations, Part 145 and listed in the repair station roster of authorized individuals shall have the authority to sign the "Authorized Release Certificate, 8130-3," Form.

NOTE: The European Aviation Safety Agency does not recognize any other form of maintenance release from a Title 14, Code of Federal Regulations, part 145 approved, European Aviation Safety Agency - accepted organization located outside a European Aviation Safety Agency - member country except a Federal Aviation Administration "Airworthiness Approval Tag or Authorized Release Certificate, 8130-3," form.

(Please see the next page for example of Federal Aviation Administration "Airworthiness Approval Tag or Authorized Release Certificate, 8130-3," form.)

Completion of the 8130-3 must be completed in accordance with FAA order 8130. 21 as revised.

Title: "Airworthiness Approval Tag or Authorized Release Certificate, 8130-3," form (SAMPLE FROM 8130.21 AS REVISED)

1. Approving Civil Aviation Authority/Country:	2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number:
FAA/United States					2004-1009
4. Organization Name and Address:					5. Work Order/Contract/Invoice Number:
Anyone's Repair Station, 1104 Wing Avenue, Anyplace, TX 22212 (OC2R025L)					W 13884
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
001	Antenna	12342	1	AN-223-H	OVERHAULED

12. Remarks:

Overhauled in accordance with CMM 12342, section 2A3B, revision 23, S/B and FAA AD XYZ-2001 complied with. Full details of work carried out per work order no. W 13884.

Certifies that the work specified in Block 11/12 was carried out in accordance with EASA Part 145 and in respect to that work the [product/article] is considered ready for release to service under EASA Part 145 approval no. [insert number: EASA 145-XXX].

13a. Certifies the items identified above were manufactured in conformity to:		14a. ☒ 14 CFR 43.9 Return to Service ☒ Other regulation specified in Block 12	
☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.		Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.	
13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature: *A. Inspector*	14c. Approval/Certificate No.: OC2R025L
13d. Name (Typed or Printed):	13e. Date (dd/mmm/yyyy):	14d. Name (Typed or Printed): A. Inspector	14e. Date (dd/mmm/yyyy): 13 Oct 2005

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (02–14) NSN: 0052-00-012-9005

Approval for Return To Service Information Relevant to the European Union.

a. Approval for Return To Service After Maintenance, Preventive Maintenance, Rebuilding, and Alteration—Products and Articles.

(1) Approval. Aviation Authorities (AA) in the European Union may recognize an approval for return-to-service FAA Form 8130-3 only from part 145 repair stations or air carriers that also obtained a European Aviation Safety Agency (EASA) part 145 approval appropriately rated for the product or article at the time the product or article was approved for return to service.

(2) Completing FAA Form 8130-3. A product or article approved for return to service with a dual release on FAA Form 8130-3 is eligible for installation on a United States or European Union registered aircraft. For a dual release, check both boxes in Block 14a and include the following statement in Block 12: "Certifies that the work specified in Block 11/12 was carried out in accordance with EASA Part 145 and in respect to that work the [product/article] is considered ready for release to service under EASA Part 145 approval no. [insert number: EASA 145-XXX]." The FAA approval/certification number must be entered in Block 14c. A dual release certificate can only be issued by facilities that are both FAA and EASA approved located in the United States or Europe listed in Appendix 2 of the safety agreement.

Approved:_____Paul Carrick Date:___10/01/2016 Revision: Original

Title: "Suspected Unapproved Parts Notification, 8120-11," form

This form is used to notify the Federal Aviation Administration of suspected unapproved parts. The form and instructions for completion may be found at **http://www1.faa.gov/avr/sups/8120-11r.doc**

OMB Approved: 2120-0552

SUSPECTED UNAPPROVED PARTS NOTIFICATION Use the continuation sheet on page 3 to report multiple parts		
1. Date Part Was Discovered:		2. Part Name:
3. Part Number:		4. Part Serial Number:
5. Quantity:	6. Assembly Name: Assembly Number:	7. Aircraft Make & Model:
8. Name, Address and Description of Company or Person(s) Who Supplied or Repaired the Part:		
Name:		Street Address:
City:	State:	Zip:
Country:		Phone Number:
Check One of the Following Applicable to the Person Who Supplied or Repaired the Part:		
☐ Manufacturer		☐ Repair Station #
☐ Supplier		☐ Air Carrier #
☐ Distributor		☐ Other
☐ FAA Production Approval Holder		☐ Owner Operator
9. Description of Event: (Include why you think the part(s) is not approved.)		
10. Name and Location of Company or Person(s) Where the Part Was Discovered :		
Name:		Street Address:
City:	State:	Zip:
Country:		Phone Number:
Check One of the Following Applicable to the Person Who Discovered the Part:		
☐ Air Carrier #		☐ FAA Inspector
☐ Mechanic		☐ DOT/Office of Inspector General
☐ Repair Station #		☐ Defense Criminal Investigation Service
☐ Distributor		☐ Other Government Agency
☐ Supplier		☐ Foreign Civil Aviation Authority
☐ Production Approval Holder		☐ Other
☐ Unknown		☐ Owner Operator
11. Date of This Report:		
12. Name and Address of Reporter:		
Name:		Street Address:
City:	State:	Zip:
Country:		Phone Number:
13. ☐ Check here if you want your identity to be kept confidential.		
14. ☐ Check here if you do not wish to receive an acknowledgment letter.		
15. ☐ Check here if you have attached additional information.		

FAA Form 8120-11 (4/2002) Supersedes previous edition Local reproduction authorized

(This is only a sample. This form is not shown to scale.)

Approved:_____Paul Carrick Date:___10/01/2016 Revision: Original

Title: "Malfunction or Defect Report, 8010-4," form

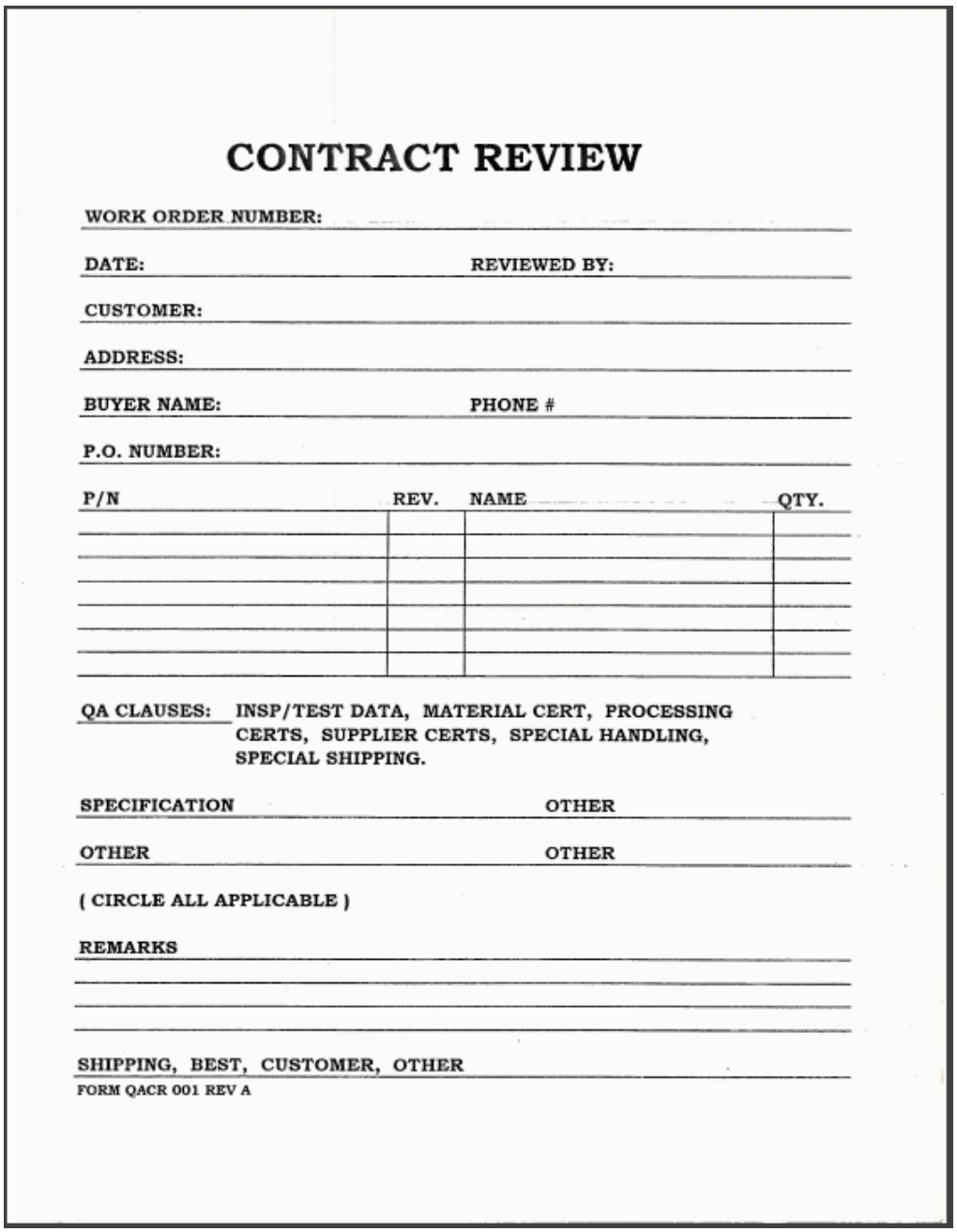
This form is used to notify the Federal Aviation Administration and if applicable the European Aviation Safety Agency, of malfunctions or defects. For instruction on the completion of this form refer to Advisory Circular 21-9 latest revision.

Department of Transportation **Federal Aviation Administration** **Malfunction or Defect Report**		OPER. Control No.		8. Comments *(Describe the malfunction or defect and the circumstances under which under it occurred. State probable cause and recommendations to prevent recurrence.)*	District Office	Operator Designator		
		ATA Code						
		1. A/C Reg. No.	**N-**		Other	SUBMITTED BY	TELEPHONE NUMBER ( ) -	
Enter pertinent data	**MANUFACTURER**	**MODEL/SERIES**	**SERIAL NUMBER**		Commuter			
2. AIRCRAFT					FAA			
3. POWERPLANT					MFG			
4. PROPELLER					AIR TAXI			
5. SPECIFIC PART (of component) CAUSING TROUBLE					MECH			
Part Name	MFG. MODEL or PART No.	Serial No.	Part/Defect Location		OPER			
6. APPLIANCE COMPONENT *(Assembly that includes part)*					REP. STA			
Comp/ Appl Name	Manufacturer	Model or Part No.	Serial Number	***Optional Information***				
				Check a box below, if this report is related to an aircraft				
Part TT	Part TSO	Part Condition	7. Date Sub.	☐ Accident; Date _____				
				☐ Incident; Date _____				
FAA Form 8010-4 (10-92) SUPERSEDES PREVIOUS EDITIONS								

(This is not the actual form. This is a sample of the front of the form. This form is not shown to scale.)

Title: "Contract Review, QACR 001" Form

This form is used to document part(s) and documentation required to perform the repair. Instructions for completing this form are shown below.



CONTRACT REVIEW

WORK ORDER NUMBER: _____

DATE: _____ REVIEWED BY: _____

CUSTOMER: _____

ADDRESS: _____

BUYER NAME: _____ PHONE # _____

P.O. NUMBER: _____

P/N	REV.	NAME	QTY.

QA CLAUSES: INSP/TEST DATA, MATERIAL CERT, PROCESSING CERTS, SUPPLIER CERTS, SPECIAL HANDLING, SPECIAL SHIPPING.

SPECIFICATION _____ OTHER _____

OTHER _____ OTHER _____

(CIRCLE ALL APPLICABLE)

REMARKS _____

SHIPPING, BEST, CUSTOMER, OTHER _____

FORM QACR 001 REV A

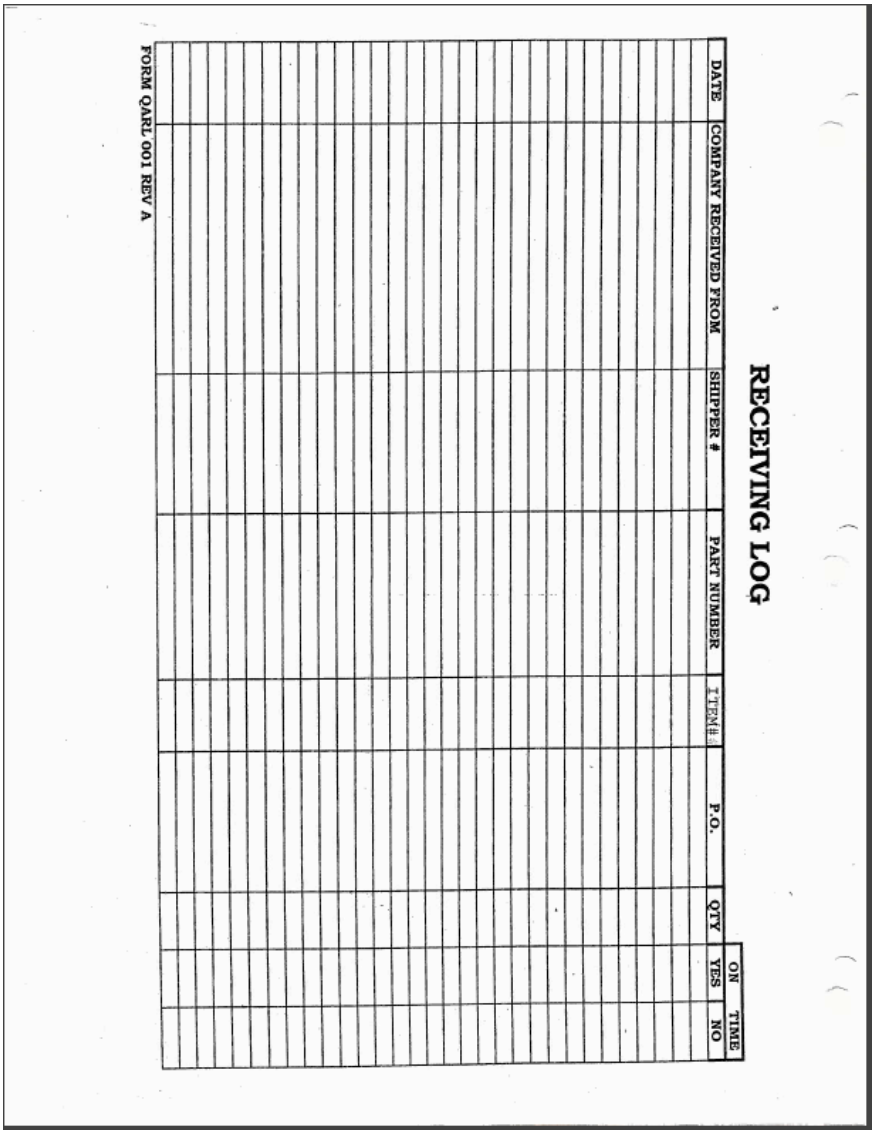
Approved:_____Paul Carrick **Date:___10/01/2016** **Revision: Original**

Instructions for completing "Contract Review, QACR 001"

At heading…	Req'd Data	Enter the following information…
Work Order Number	☐	Work order number shown on customer PO or shipper
Date	☒	MM/DD/YYYY that PO was received
Reviewed By	☒	Reviewer's Name
Customer	☒	Customer Name shown on PO or shipper
Address	☒	Customer's "Ship to" Address
Buyer Name	☒	Customer's Buyer or Representative
Phone #	☒	Phone Number of Buyer or Representative
P.O. Number	☒	Customer's Purchase Order Number, or "COD"
P/N	☒	Line number shown on the PO.
Rev	☐	Revision Level of Part
Name	☒	Description of Part
Qty	☒	Total Quantity Part Number Received
QA Clauses	☒	Circle all that apply.
Specification	☒	Spec or DWG No
Other	☐	Other applicable documentation
Remarks	☐	Additional relevant information.

Title: "Receiving Log, QARL 001" Form

This form is used to document the receipt of aircraft parts for repair.
Instructions for completing this form appear below.



RECEIVING LOG

DATE	COMPANY RECEIVED FROM	SHIPPER #	PART NUMBER	ITEM #	P.O.	QTY	ON TIME YES	ON TIME NO

FORM QARL 001 REV A

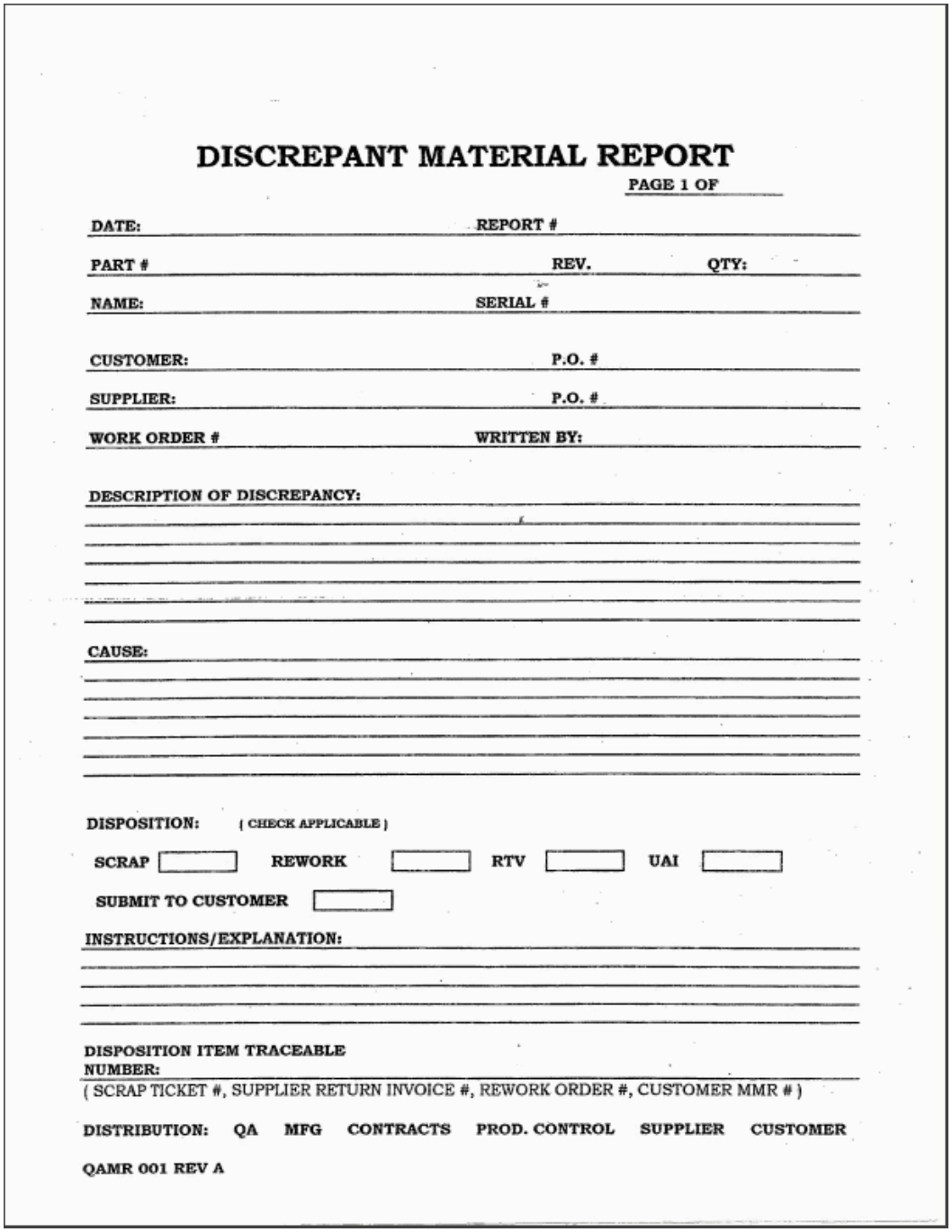
Approved:_____Paul Carrick **Date:___10/01/2016** **Revision: Original**

Instructions for completing "Receiving Log, QARL001"

At heading…	Req'd Data	Enter the following information…
Date	☒	Date Received at MFI
Company Received From	☒	Company Name shown on PO or shipper
Shipper #	☒	Customer's Shipper Number, BOL or Tracking No
Part Number	☒	Customer Part Number
Item#	☒	Line number shown on the PO.
P.O.	☒	Customer Purchase Order Number, or "COD"
Qty	☒	Total Quantity Part Number Received
On Time	☒	Part arrived on date promised?

Title: "Discrepant Material Report, QAMR 001" Form

This form is used to document discrepant material.
Instructions for completing this form appear below.



DISCREPANT MATERIAL REPORT

PAGE 1 OF

DATE: REPORT #

PART # REV. QTY:

NAME: SERIAL #

CUSTOMER: P.O. #

SUPPLIER: P.O. #

WORK ORDER # WRITTEN BY:

DESCRIPTION OF DISCREPANCY:

CAUSE:

DISPOSITION: (CHECK APPLICABLE)

SCRAP ☐ REWORK ☐ RTV ☐ UAI ☐

SUBMIT TO CUSTOMER ☐

INSTRUCTIONS/EXPLANATION:

DISPOSITION ITEM TRACEABLE NUMBER:

(SCRAP TICKET #, SUPPLIER RETURN INVOICE #, REWORK ORDER #, CUSTOMER MMR #)

DISTRIBUTION: QA MFG CONTRACTS PROD. CONTROL SUPPLIER CUSTOMER

QAMR 001 REV A

Approved:_____Paul Carrick Date:___10/01/2016 Revision: Original

Instructions for completing "Discrepant Material Report Form, QAMR 001"

At heading…	Req'd Data	Enter the following information…
Page 1 of	☒	Total count of pages in the document
Date	☒	Date that Material was Discovered
Report #	☒	MMDDYYYY followed by Originator's Initials
Part #	☒	Manufacturer's Part Number
Rev.	☐	Manufacturer's Part Revision
Qty	☒	Qty (ea) or Weight (lbs) of discrepant material
Name	☒	Originator's Name
Serial #	☒	Serial No, Batch No or Lot No
Customer	☒	Customer Name
P.O. # (Customer)	☒	Customer Purchase Order No.
Supplier	☒	Supplier Name
P.O. # (Supplier)	☒	Supplier Purchase Order No.
Work Order #	☐	Customer's Work Order No.
Written By	☒	Customer Contact
Description of Discrepancy	☒	Explain reason for rejection.
Cause	☒	Root cause of discrepancy.
Disposition	☒	Explain what was done with the discrepant material.
Instructions/Explanation	☐	Additional disposition instructions, as needed.
Disposition Item Traceable Number	☐	Serial # followed by "DMR"

Back Cover