MANUEL DE SPÉCIFICATIONS
D'ORGANISME
D'ENTRETIEN
MAINTENANCE ORGANIZATION EXPOSITION
MANUAL

AGRÉMENT N° A5XY398J
APPROVAL N° A5XY398J

7ème PARTIE : SUPPLÉMENT FAA

PART 7 : FAA SUPPLEMENT
This FAA Supplement, together with this organization's Joint Aviation Requirements (PART) 145 Maintenance Organization Exposition (MOE), forms the basis of acceptance by the Federal Aviation Administration (FAA) for maintenance or modifications carried out by this organization on aircraft components under the regulatory control of the FAA.

Maintenance or modifications performed in accordance with the referenced MOE, including this Supplement, are considered to be in compliance with Parts 43 and 145 of title 14 of the Code of the Federal Regulation (CFR).
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2. AMENDEMENT PROCEDURES

2.1 MODIFICATION OF THE CAPABILITY LIST

Before submitting updating of existing component or additions to the Authority for acceptance, as an amendment, to the existing capability list, the form "CAPABILITY LIST AMENDMENT" (FQ 20) must be filled by the Product Support Manager for each component to add and approved by Quality Director (detail in GQ 05).

This form contains the following information:
- Part number, part name
- Manufacturer
- Company capability: overhaul, repair, inspection, testing, calibration
- Maintenance data (ATA Code – FAA rating)

When this form is approved, the capability list is amended for the next issue and submitted with the amendment form to the DGAC/GSAC for acceptance, at the following address:

GSAC / RLSP
ZIAP de Déols
Rue Sud Aviation
Bâtiment 690
36130 DEOLS - FRANCE

2.2 NOTIFICATION PROCEDURE TO THE F.A.A. REGARDING TO THE ORGANIZATION’s ACTIVITIES / APPROVAL / LOCATION / PERSONNEL

Any change concerning one of following items must be approved by the FAA representative on Form 8310-3:
- Name of organization
- Localization of organization
- Any of accountable persons mentioned in Chapter 1.3 of the MOE
- Scope of work
- Certifying staff

2.3 EXPOSITION AMENDMENT PROCEDURE

2.3.1 MODIFICATION OF THE PART 7

The Quality Director submit all revisions of the Part 7 for approval by the DGAC / GSAC before any revisions are incorporated or distributed.

The identification of each revision in the text is made by a vertical bar.

Upon receipt of a revision, each Part 7 holder is responsible for inserting the revised pages of this supplement in its Part 7, record the revision on the manual's record of revision page and return the acknowledgment form (provided with the revision) to the Quality Director showing the holder has revised its manual.

A list of effective pages is issued with each revision so each Part 7 can be checked and kept current.

2.3.2 TRACEABILITY OF MODIFICATION

The traceability of the M.O.E and associated documents is ensured by:
- the list of amendment
- the list of effective pages
- the filing of the M.O.E Change Notice by the Quality Director
SEPTIÈME PARTIE
PART SEVEN

3. INTRODUCTION

This section indicates that the organization is performing work under FAR Parts 43 and 145, in accordance with the Maintenance Implementation Procedures (MIP) DGAC/FAA.

This section states that the MIP permits the organization to obtain certification and renewal as a foreign repair station under 14 CFR Part 145 for performing work on aeronautical products subject to 14 CFR Certification or renewal as a repair station is obtained as a result of the FAA’s review and acceptance of the inspection, surveillance and evaluation of the organization by DGAC.

The purpose of the FAA Supplement to the MOE identifies the procedures that must be taken into account for the organization perform work under FAR Parts 43 and 145 and other appropriate regulations.

These procedures are addressed by FAA Special Conditions in the MIP and may be in addition of those set forth in other portions of this MOE.

This section also states that the supplement sets forth the methods and procedures the organization use to ensure compliance with the FAA Special Conditions specified in the MIP executed pursuant to a Bilateral Aviation Safety Agreement (BASA).

4. ACCOUNTABLE MANAGER’S STATEMENT

“I understand that this organization, AUXITROL S. A., when performing maintenance or modifications on US registered aircraft or aeronautical products for use on such aircraft, must perform that work under the terms of the Maintenance Implementation Procedures (MIP) agreed to by the FAA, DGAC and PART 145 regulations, requirements and associated guidance material, as well as FAA Special Conditions set forth in the MIP and described in this organization’s FAA Supplement to its Manual.”

“As the person with overall control of AUXITROL S. A., I have reviewed the PART 145 regulations and requirements and the FAA Special Conditions. This organization fully understands that by complying with these documents, it will be complying with the corresponding sections of 14 CFR Parts 43 and 145 and other applicable regulations. I understand that any deviations from these regulations and requirements may result in the loss of DGAC approval or FAA certification, or in other certificate or enforcement action by the DGAC or FAA. I also understand that loss of DGAC approval automatically invalidates this organization’s 14 CFR Part 145 repair station certificate.”

“This organization provides DGAC and FAA personnel with access to our facilities to assess compliance with PART 145 requirements and FAA Special Conditions or to investigate specific problems.”

“I understand that this organization may be subject to FAA enforcement procedures. I understand that investigation and enforcement by the FAA regarding suspected violations of the FAR by this organization will be undertaken in accordance with FAA rules and directives, and that this organization must cooperate with any investigation or enforcement action.”

“I agree to ensure that this FAA Supplement is maintained and kept current by this organization and be accessible to all personnel. I further agree to submit revisions to this Supplement to DGAC for approval before implementing any such revisions.”

Date: 22 octobre 2007

ACCOUNTABLE MANAGER
Executive in Charge

Alain DURAND
5. EXTENT OF APPROVAL

a/ 1 General

The extent of FAA approval is not exceeding the ratings and scope of work permitted under PART 145.

The extent of FAA approval is not exceeding the scope of approval set forth in the organization’s FAR Part 145 repair station certificate and operations specifications.

This section also should not that although the EASA may have issued this organization a single PART 145 approval/certification for facilities that include line stations, the FAA normally will only issue one FAR Part 145 repair station certificate for each maintenance facility location.

However, the EASA may, in certain limited circumstances, issue a single repair station certificate for multiple facility locations within a reasonable proximity to each other and in the same country in which the BASA/MIP has been signed.

Each location must meet the requirements of the MIP and be specifically identified in this section.

This section should include the address of each location, the title of the person in charge at each location and a telephone number where that person may be contacted.

a/ 2 Multiple Facilities under one certificate and additional Facilities/Locations in Close Proximity

Not applicable for AUXITROL at this time

a/ 3 Line station

Not applicable for AUXITROL at this time

a/ 4 Work away from station

Not applicable for AUXITROL at this time

b/ Specialized Service

Not applicable for AUXITROL at this time

c/ Capability list

The Capability list is the GQ 05.

d/ Geographic authorization

Not applicable for AUXITROL at this time

6. APPROVAL FOR RETURN-TO-SERVICE AND MAINTENANCE, ALTERATION AND MODIFICATION RECORDS

The procedure for the approval for return-to-service is described in the MOE, chapter 2.15 “RELEASE TO SERVICE PROCEDURE”.

The Capability list GQ 05, will be used for release or approval for return-to-service according to the FAR Parts 43.9 and 43.11. The preparation of FAA Form 8130-3 or EASA Form 1 is described in PQ 07.

If EASA Form One is used as an approval for return to service document, the statement in block N° 19 indicating "other regulation in block 13" is checked.

The following language in block N° 13 of the EASA Form 1 is included:

"Certifies that the work specified in block 12/13 was carried out in conformance with FAR Part 43.9/43.11 and in respect to work the part(s) is(are) approved for return-to-service under FAA certificate N° A5XY398J ".

In addition, the block 13 is completed by the reference of the data used to perform maintenance (see specimen of the EASA Form 1).
Although the AMO (AUXITROL’s repair station) may convert technical data (i.e., instructions for continued airworthiness, manufacturers’ maintenance manuals or type certificate holders’ continued airworthiness data) into internal documents such as work cards, work sheets and shop travelers in a language other than English, the AMO retain an English language copy of the technical data from which the AMO’s internal documents were developed.

The AMO also establish procedures to ensure that its English language copy of technical data and any internal documents developed from this technical data are current and complete. It is defined in chapter 2.9 of the MOE and MD 01.

This English language copy of the technical data is retained near technical support of the AMO.

Major repair and major alterations are not applicable for AUXITROL at this time.

7. CALIBRATION OF TOOLS & TEST EQUIPMENT

The applicable rules are detailed into the MOE:
- Part 1 Organization
- Part 2 Maintenance procedure

AUXITROL states that they use the tools and test equipment calibration standard recommended by the type certificate holder (TCH) and a schedule for periodic calibration as recommended by the equipment manufacture. The deviation must be approved by the FAA directly and must be traceable to US standard.

8. MAJOR REPAIRS AND MAJOR ALTERATIONS

Not applicable for AUXITROL at this time.

9. COMPLIANCE WITH U.S. AIR CARRIER OR 14 CFR PART 125 OPERATOR PROCEDURES

a/ Compliance with the operator’s manual
AUXITROL will complying air carrier manual when provided.

b/ Required inspection item (RIIs)
Not applicable for AUXITROL at this time.

10. COMPLIANCE WITH MANUFACTURERS’ MAINTENANCE MANUALS OF INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA)

The applicable rules are detailed into Part 2 of the MOE.

When an air carrier’s manual deviates from the procedures specified in the CMM, such deviations will be discussed with air carrier and National Authority.

AUXITROLS’ Product Support and Quality Director will perform the discussion.
11. FAA AIRWORTHINESS DIRECTIVES (AD)

As described in MOE Part 2-11 “Procedure concerning airworthiness directives” the A. D. are kept by the Technical Support Engineer for analysis and disposition to the Repair Station.

Airworthiness Directives are on microfiches form, visualized on a special device or on the CD-Rom, or on the Website of the FAA.

The Technical Support Engineer is responsible to make a complete analysis of Airworthiness Directives and its supplements when they affect a product listed on the current capability list.

12. REPORTING OF UNAIRWORTHY CONDITIONS TO THE F.A.A. SUSPECTED UNAPPROVED PARTS REPORTING REQUIREMENTS

AMO reports to the FAA within 96 hours after it discovers any serious defect in or other recurring unairworthy condition of any component.

The report is made on an FAA Form 8010.4, malfunction or defect report, describing the defect of malfunction completely without holding any pertinent information.

In any case where the filing of a report under the preceding paragraph might prejudice the repair station, it will be referred to the Administrator for a determination as to whether it must be reported.

If the defect or malfunction could result in an imminent hazard to flight, the repair station will use the most expeditious method it can to inform the Administrator.

The Quality Director or the Chief Inspector’s duty to submit report of defect of unairworthy condition in accordance with FAR 145-221.

In case of suspected unapproved parts, due to visual inspection, FAA Form 8120-11 is completed and forwarded immediately to:

FAA SUPS PROGRAM OFFICE, AVR-20
PO BOX 15315
WASHINGTON DC 20041 - U.S.A.

according to advisory circular AC 21-29 as revised.

The Quality Director or the Chief Inspector of the AMO is duty to perform the process concerning the reporting to the FAA.

13. PERSONNEL TRAINING REQUIREMENTS

The training programs, for repair station include:

• the regulatory requirements of 14 CFR section 145.153, and others
• a thorough background and continuing education for employees to perform their job functions efficiently, safely and correctly
• the familiarization of employees with the repair stations manual, quality systems and procedures

The training program is reviewed every year and submitted to authority for acceptance. The responsible of this program is after Sales & Repair Manager. The Quality Director is the responsible for submitted this program.

The document that describes special process and inspection qualification programs and trainers is GH 01. The document GH 01 describes the name of the process / or inspection, the reference of program, the period of validity, the name of trainer (technical and practical), and the trainer responsible.
14. QUALIFICATION OF PERSONNEL

An organizational chart identifies the management personnel authorized to act on behalf of the repair station (chapters 1.1 to 1.4 of the MOE).

The person who will act as the liaison between the organization and the FAA to ensure compliance with the provision of this supplement is:

Quality Director

The training and qualification of personnel authorized to issue APRS is defined in PQ 07.

The procedure used by AUXITROL repair station to assure it adequate personnel to perform, supervise and inspect the work permitted under its FAA certificate and rating is detailed into:

- chapter 1.6 “List of personnel authorized to issue the authorization for return-to-service”
- Part 3 “Quality System Procedures”

of the MOE.

According to the recruitment process, the personnel responsible for the supervision or final inspection of work of an equipment can read, write and understand English.

15. MANAGEMENT AND QUALITY SYSTEMS

See Parts 1 and 3 of the MOE.

16. WORK AWAY FROM THE PRINCIPAL BASE OF OPERATION

Not applicable at this time.

17. CONTRACT MAINTENANCE

Not applicable at this time.

As described into MOE Part 2 Chapter 2.1 “Supplier evaluation procedure” AUXITROL don’t subcontract maintenance and repair activities.

18. FORMS

Part 5 of the MOE is applicable.

FAA Form 8010-4 and FAA Form 8130-3.