



EASA SUPPLEMENT

for

Aerospace Coatings International, LLC
370 Knight Drive
Oxford Alabama
Zip: 36203

FAA Repair Station Number: A9PR286X
EASA 145 Approval Number: EASA.145.4565

This Supplement is not 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 forms part of the applicant's obligations for EASA Part-145 approval as specified in this guidance.

Supplement Control Number: 001

Assigned to: Master

President: John Boyett

Date: 05-22-2018

Quality Manager: Charly

Date: 05-22-2018

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Manual Distribution List

| Manual | Assigned | Location | Contact Information |
|---------------|-----------------|------------------------|----------------------------|
| Master | Quality Manager | Technical Data Library | 256-241-2750 |
| 001 | FAA ASI | Alabama FAA FSDO | 205-876-1300 |
| 002 | Electronic Copy | ACI Scan System | 256-241-2750 |

Record of Revisions

Retain this record in the supplement. Upon receipt of approved revisions insert the revised page(s) in the supplement and enter the revisions number, revision date, insertion date and initials of the person incorporating the revision, in the appropriate block on the record of revisions.

| Revision Number | Revision | Insertion Date | Inserted By |
|-----------------|--|----------------|-------------|
| 1 | Re-write JAA to EASA | 12-14-04 | RH |
| 2 | Re-write to meet the requirements of MIP-G | 08/15/07 | RH |
| 3 | Moved Audit Checklist to Appendix: A Added Appendix: B Revised pages 6, 14 | 03/11/10 | RH |
| 4 | Added date and rev to each page 1-15 also made revisions to page 7 and 11 | 10/26/2011 | RH |
| Original | Revised to satisfy the requirements of the Maintenance Annex Guidance (MAG) between the FAA for the USA and the EASA of the EU | Dec/30/2012 | VS |
| 1 | Revised to further meet MAG requirements Note: MAG Rev. 2 | Feb/22/2013 | VS |
| 2 | Amended for MAG Rev. 3 & MAG Rev. 4 changes revised pages 1, 2, 3, 4, 5, 7, 10, 11, 12, 13, 16, 19 & 20 | Feb/12/2014 | EC |
| 3 | Revised Accountable Manager name to Khay Chong Lee | Jan/27/2015 | PJ |
| 4 | Revised to satisfy the requirements of the Maintenance Annex Guidance (MAG) between the FAA for the USA and the EASA of the EU (Change 5); Re-format layout of manual | Oct/09/2015 | KC |
| 5 | Amendment to paragraph 7.4.1.3; 8.2; 8.3; 9.1. | Jun/10/2015 | KC |
| 6 | Revised Sections: 13, 13.1.3, 13.1.4, 13.1.6, Quality Assurance System Pg 12-14; Added Section 13.1.2.1 Pg 13 | Oct/06/2016 | PJ |
| 7 | Incorporate Repair Approval changes effected by EASA – FAA TIP Rev 6. Para 7.4. | Apr/17/2018 | KC |

List of Effective Pages

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FAA ACCEPTED
AFG-600-BHM-FSDO-09
Date: 05/24/2018
By: [Signature]

1. Amendment Procedure

- 1.1 When meeting the requirement for keeping the EASA supplement as current as possible, the Quality Manager must submit all amendments or revisions of the EASA Supplement to the FAA FSDO, Birmingham, Alabama, for acceptance prior to incorporation into the supplement. Upon acceptance, the record of revision page shall be amended accordingly. The Quality Manager may delegate this responsibility. Upon revision to the Maintenance Annex Guidance (MAG), amendments to this manual shall be implemented, as applicable, within 90 days after the change has been published, unless otherwise specified.
- 1.2 Upon approval, a copy of the repair station, an EASA approval certificate, EASA Form 16 (Application Form) and a copy of the EASA letter of continuation approval shall be submitted to the FAA FSDO, Birmingham, Alabama.
- 1.3 A master copy of this manual shall be kept in the office of the ACI Quality Manager or designee. Responsibility for compliance with all provisions of this supplement rests with the ACI Accountable Manager of EASA Approved Repair Station EASA.145.4565.
- 1.4 The ACI Accountable Manager of this EASA Approved Repair Station EASA, .145.4565 is the Quality Manager. The ACI EASA Accountable Manager must have direct access to the ACI President and a sufficiency of maintenance funding allocations. In addition, the working practices and procedures for the Repair Station are reflected in the 14 CFR Part 145 RSM/QCM.
- 1.5 In the event that the Accountable Manager is replaced, this supplement shall be updated and new Accountable Manager must sign the statement to ensure continuous EASA Part 145 Approval and provide the responsible FAA ASI with the amendment of the supplement.

2. Introduction

- 2.1 This EASA Supplement is necessary because EASA Part-145 is a European requirement similar to the USA FAA 14 CFR Part 145 requirement for maintenance of aircraft/components used in commercial air transport operations and qualifying as a maintenance organization.
- 2.2 EASA has agreed that the FAA is a recognized Aviation Authority by means of the Bilateral Aviation Safety Agreement (BASA).

- 2.3 The Maintenance Annex agreed to by the FAA and EASA specifies the basic differences between EASA Part-145 and 14 CFR Part 145 and identifies these differences as special conditions.
- 2.4 A FAA 14 CFR Part 145 Repair Station can be EASA Part-145 approved when the repair station complies with the maintenance special conditions as detailed in this procedure in addition to complying with FAA 14 CFR Part 145 and 43.
- 2.5 This supplement should help ensure that ACI is working in accordance with the provisions of their EASA Part-145 Approval Certificate and to ensure that the differences between EASA and FAA are taken into account.
- 2.6 All Maintenance Management and Leadsman and all Inspection personnel must read this document and periodically review the contents in order to maintain familiarity with the provisions.

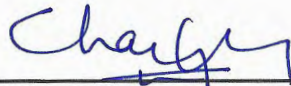
3. Accountable Manager's Commitment Statement

This supplement in conjunction with the RSM/QCM (RSM/QCM Reference Number A9PR286X) defines the Aerospace Coatings International (ACI) 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 progressed 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 of this organization if EASA considers that procedures are not followed or standards are not upheld.



Khay Chong Lee
Aerospace Coatings International
EASA Accountable/Quality Manager

4. Approval Basis and Limitation

- 4.1 EASA approval is based upon compliance with 14 CFR parts 145 and 43 except where varied by the special conditions specified in the Maintenance Annex and associated guidance. However, this approval must not exceed the ratings permitted by Commission Regulation (EC) No. 1321/2014.
- 4.2 The approval of maintenance is limited to the scope of work permitted under the current certificate issued by the FAA to the repair station in accordance with 14 CFR part 145 for work carried out within the United States. Deviations have to be agreed on a case-by-case basis by the Joint Maintenance Coordination Board (JMCB).

5. Access by EASA and FAA

- 5.1 ACI agrees to provide access to the EASA and the FAA in order that compliance may be ascertained with 14 CFR part 145, the EASA Special Conditions, procedures and standards and to investigate specific problems.
- 5.2 ACI will 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.

6. Purchase Orders/Contracts

- 6.1 As an EASA repair station, ACI must receive clearly stated work orders (purchase orders) describing the scope of the work to be accomplished from the customer. The ACI Quality Manager is responsible for making certain that ACI ensures that the work order (purchase order) specifies the inspections, repairs, alterations, overhaul, airworthiness directives and parts replacement required to accomplish the work specified. For further details of the procedures used to guarantee that this accomplished, see the ACI FAA 14 CFR Part 145 RSM/QCM.
- 6.2 The ACI Quality Manager is responsible for ensuring the completeness of work performed and compliance with the customers' purchase order, and that ACI Receiving Inspector(s) and Pre-inspector(s) verify that clear work instructions have been received from the customer. If there is any issue with the customer's instructions, the ACI Customer Service Manager is responsible for communicating with the customer to rectify the issue(s). The Customer Service Manager may delegate this responsibility.

6.3 In accordance with this EASA Supplement, ultimately, the customer remains responsible for correctly informing the repair station of all required maintenance and alterations and for notifying ACI of any EASA Airworthiness Directives or other mandatory requirements.

7. **Approved Design and Repair Data**

The ACI Quality Manager is responsible for ensuring that all repair data received and used is FAA approved or acceptable. In addition, the ACI Quality Manager is responsible for ensuring that all such repair data of any type (for example, but not limited to: Overhaul Manuals, Component Maintenance Manuals, Service Bulletins, Airworthiness Directives, Instructions for Continued Airworthiness, and etc.) is controlled. ACI Engineering Repair Instructions (ERI) the approval is as follows: Minor repairs receive customer approval and major alteration repairs and modifications must receive the EASA approval.

7.1 Changes to the type design

This is not applicable to ACI.

7.2 Major Repairs, Major Alteration Repairs, Modifications

The ACI Quality Manager is responsible for ensuring that the FAA shall approve design data in support of major alteration 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.

7.3 Minor repairs

All Minor Repairs are made in accordance with "acceptable" data, in accordance with the FAA 14 CFR part 43.

7.4 EASA Acceptance of FAA Repair Design Data
EASA recognizes the following FAA approved design data used in the support of repairs and alterations (except for alteration on critical components):

7.4.1 Major Repair, Alterations or Modification

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

- | 7.4.1.1 EASA has certificated/validated the product or article;
- 7.4.1.2 The FAA is the authority of the State of Design for the repair design data, and
- 7.4.1.3 The FAA repair design data approval is substantiated via an FAA letter or FAA Form 8110-3; or FAA Form 8100-9; or properly executed FAA Form 337; or a signed cover page of a repair specification.
- 7.4.1.4 “Critical Component” means a part identified as critical by the design approval holder (DAH) during the product certification process or otherwise by the Authority for the State of Design (SoD). 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.

| 7.4.2 Minor Repair

EASA shall, also, accept data used in support of minor repairs when:

- 7.4.2.1 EASA has certificated/validated the product or appliance,
- 7.4.2.2 The FAA is the authority of the State of Design for the repair design data,
- 7.4.2-3 The repair design data has been provided by a U.S. TC/STC or TSOA holder, and
- 7.4.2.4 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.

| 7.4.3 Fabricated Parts

| It is permissible to fabricate parts that will be used in the repair of the article.

| 7.5 In these circumstances, repair design data are considered to be EASA approved following the approval or acceptance under the FAA system. This

process does not require application to EASA or compliance findings to the EASA certification basis.

NOTE

An European (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 FAA 14 CFR Part 43 for use on an EU-registered aircraft.

| Deleted

8. Airworthiness Directives

- 8.1 The customer is responsible for specifying any EASA and/or FAA Airworthiness Directive (AD) for which compliance is required during maintenance. Instructions from the customer may be either written or verbal and are generally channeled through the ACI Customer Service Department.
- 8.2 It is the ACI Quality Manager's responsibility to ensure by reviewing the ACI work package (including the Master Repair and Shop Traveler), that EASA and/or FAA AD required to be used by the customer as work instructions are included in the ACI Shop Traveler/Master Repair and called out by reference number (AD#) in Block 12 of the 8130-3 Form, if performed.
- 8.3 Should it be the case that any AD that are customer requested are not complied with, then this must be stated in the Form 8130-3 Block 12.
- 8.4 EASA Airworthiness Directives will be maintained and controlled by the ACI Technical Publications Librarian in accordance with ACI procedures for control of documents and data procedures as stated in Section 2 (Quality Document and Data Control Procedure) of the ACI Repair Station Manual/Quality Control Manual (RSM/QCM).

9. Release of Components after Maintenance

- 9.1 This section describes the procedures the repair station must use to ensure that the Release to Service of components up to and including complete powerplants will be carried out in accordance with 14 CFR § 43.9, except that paragraph 7 through 9 of this supplement shall, also, be taken into account.

This Repair Station shall maintain on file all maintenance records pertaining to EASA approval for a period of not less than 3 years.

- 9.2 Component shall mean any component part of an aircraft up to and including a complete power plant and any other operational or emergency equipment
- 9.3 At the completion of maintenance of a component, an FAA Form 8130-3 shall be issued as a Dual Maintenance Release by the Repair Station. The Quality Manager is responsible for ensuring that only a Dual Maintenance Release using form 8130-3 is used by this EASA Repair Station.
- 9.4 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.
- 9.5 An example of a completed FAA Form 8130-3 dual release is included in this EASA Repair Station Supplement.

NOTE

Blocks 13a through 13e are not to be used this Repair Stations.

- 9.6 The signature of the person returning the component to service shall be in block 20 with the FAA Repair Station Certificate number in block 14c.
- 9.7 The status of the component (repaired, inspected, overhauled, etc.) must appear in Block 11 with any relevant comments, including detailed references to any approved data, any AD, or etc. in Block 12. For 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.

In addition, Block 12 must, also, contain the following statement: Certifies that the work specified in block 11 & 12 was performed in accordance with EASA Implementation Rule part 145 approval and with respect to that work, the aircraft component is considered ready for release to service under EASA Part-145 Acceptance Certificate No: EASA 145. 145.4565.

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.

- 9.8 The sub clause "except as otherwise specified" shall be used with two types of deviation as follows:

- 9.8.1 In the case where all required maintenance is not carried out, the sub clause “except as otherwise specified” shall be used when noting in Block 12 (or an attachment) any maintenance that was not carried out.
- 9.8.2 In cases where the particular maintenance requirement was only EASA-approved and not FAA-approved. For example: an EASA Airworthiness Directive that has not been approved by the FAA.
- 9.9 In addition, ACI will maintain a roster of staff authorized to issue FAA Form 8130-3 on behalf of the repair station in accordance with the repair station RSM/QCM.
- 9.10 Only the following *used* components may be fitted during maintenance at ACI:
 - 9.10.1 Used components shall be traceable to maintenance organizations or repair stations approved by the authority to certify the previous maintenance, and in the case of life limited parts, certified the life used. The used component must be in a satisfactory condition for installation and be eligible for installation as stated in the TC holders Parts Catalogue.
 - 9.10.2 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.
 - 9.10.3 Used components from a 14 CFR Part 145 repair station not EASA approved will not be used even if accompanied by an FAA Form 8130-3.
 - 9.10.4 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.

l) The following table is a summary of possible cases:

| Privileges of the dual EASA and FAA certificated maintenance organization | | | |
|---|---------------------------------|--|---------------------------------|
| United States | | Europe | |
| Release Document of Final Assembly: 8130-3 Dual Release | | Release Document of Final Assembly: EASA Form 1 Dual Release | |
| Acceptable New Products/Articles: EASA Form 1 NEW 8130-3 NEW C of C Standard Parts | | Acceptable New Components: EASA Form 1 NEW 8130-3 NEW C of C Standard Parts | |
| USED Products/Articles: | Final Assembly Release document | USED Components: | Final Assembly Release document |
| Acceptable Used Products/Articles Release Document (input) | (output) | Acceptable Used Components Release Document (input) | (output) |
| 8130-3 Single | 8130-3 Single | Form 1 single | Form 1 Single |
| 8130-3 Dual | 8130-3 Dual | Form 1 dual | Form 1 Dual |
| Form 1 Dual | 8130-3 Dual | 8130 Dual | Form 1 Dual |
| Form 1 single | Form 8130-3 (see below U.S.) | 8130 single | Form 1 (see below Europe) |

United States

One or more products/articles were installed with an EASA Form 1 single release and so the final assembly cannot be released with a 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 approval no. _____.

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)

Deleted

10 Certificate of Airworthiness (C of A) Validity

10.1 This is not applicable to ACI.

11. Release of Aircraft after Maintenance

11.1 This is not applicable to ACI.

12. Reporting of Unairworthy Conditions

12.1 When serious defects are found in EU-registered aircraft or components received from an EU customer, the defects must be reported to EASA, along with the aircraft/component design organization, and the name of the customer or Operator within 72 hours. When reporting to the EASA, the identity of the customer must be included to allow follow up action.

12.2 When Service defects are found, within 72 hours of the detection of such defects, the ACI Quality Manager/EASA Accountable Manager will submit via EASA online platform an EASA Form 44, Occurrence Reporting Form, or FAA Form 8070-1, FAA Service Difficulty Report and/or FAA SUP report, or in a form and manner acceptable to EASA containing the information required by EASA Part-145 in English.

12.3 ACI must submit this form in accordance with the timeframe specified in EASA Part-145, when reportable problems are found on an aircraft, power plant, propeller, or a component thereof that is subject to the regulatory control of EASA.

NOTE

EASA Part-145 occurrence reporting requirements include SUP reporting requirements.

13. Quality Assurance System (QAS)

The primary objective of the ACI QAS is to ensure and verify that a safe product is delivered and that ACI will remain in compliance with 14 CFR Part 43, 14 CFR Part 145 and the EASA Special conditions for all contracted work in accordance with guidance given in Item 15 of this Supplement. There are two elements to the system:

13.1 An independent audit system

13.1.1 The independent audit system which is a process of sample audits of all aspects of the repair station's ability to carry out all maintenance to the required standards; representing an overview of the complete maintenance system.

13.1.2 Independence should be established by ensuring that audits are not carried out by the personnel responsible for the function, procedure or product being audited. It is acceptable to use

personnel from one section/department to audit the work and products of another section/department.

- 13.1.2.1 All internal auditors utilized by ACI shall be trained IAW the ACI Training Program Manual. This shall include initial and recurrent procedural training/testing as well as any additional training deemed necessary by the ACI management team (i.e. regulatory/standard revisions, etc.)
- 13.1.3 The process of sample audits must be carried out, at a minimum of once per year as a single exercise or conducted in segments during a period of one year in accordance with the audit program contained in the Supplement. All applicable 14 CFR Part 43 and 145 provisions and the EASA Special Conditions as detailed in this guidance should be checked at least once per year against each primary product line. A primary product line is any one aircraft, engine, avionic, or mechanical product line where the systems and procedures are very similar throughout that product line
- 13.1.4 The audit system shall cover procedural audits and product audits as follows:
 - 13.1.4.1 Process (procedural) audits monitor compliance with required aircraft/aircraft component standards and adequacy of the maintenance procedures to ensure that such procedures invoke good maintenance practices and airworthy aircraft/aircraft components.
 - 13.1.4.2 Product audits bear witness to 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.
- 13.1.5 A report for each audit carried out shall be prepared by the ACI Internal Auditor describing what was checked and any resulting findings/discrepancies. The report should be sent to the relevant departments for rectification action giving target rectification dates. The relevant department is required to rectify the findings/discrepancies and inform the quality department.
- 13.1.6 This audit system represents an overview of the complete maintenance system and does not replace the need for

mechanics to ensure that maintenance is to the required standard nor does it replace any associated inspection/quality control system.

EASA/SUP/TR-2016-01 DATED 09-01-2016

13.2 The management control and follow up system

The management control follow up system must not be contracted to outside persons and consists of a system that ensures that all findings/discrepancies resulting from the independent audit system are corrected in a timely manner. This enables the Accountable Manager to remain informed as to the state of compliance and any safety issues. The Accountable Manager holds routine meetings to check the progress on clearing outstanding findings/discrepancies and meets at least once per year with the senior staff involved to review the overall performance of the repair station.

14. Provision of Hanger Space for Aircraft Maintenance

14.1 This is not applicable to ACI.

15. Contracted Maintenance

15.1 When part of the maintenance is contracted to another organization, this repair station must ensure that the contracting organization(s) are approved to EASA Part-145 for the maintenance they carry out. If maintenance is contracted to an FAA approved organization that does not possess EASA approval, the organization shall be treated as a similar to a non- FAA certificated facility in which must follow the provisions of CFR 145.217 (a) 2 (b). and ACI RSM/QCM section 9.6, Contracting Maintenance Functions.

15.2 All organizations contracted by the repair station shall be listed by the repair station stating against each organization whether it is EASA approved or under the repair station control via these procedures

15.3 A list of acceptable sub-contractors with their approved maintenance functions, and their certifications must be maintained by the Quality Manager or designee. This list will state whether the contractor is listed by EASA for maintenance which they carry out, or will state that the contractor will perform work under the repair station.

16. Human Factors

- 16.1 ACI provides Human Factors training to ensure that maintenance errors that may endanger the safe operation of aircraft are detected and corrected. It is the responsibility of the ACI Training Manager to ensure that the ACI Human Factors training program includes, but is not limited to, the following topics: general introduction to human factors; safety culture/organizational factors; human error; human performance and limitations; environment; procedures, information, tools and practices; communication; teamwork; professionalism and integrity; use of resources; shift changeover; and personnel training.
- 16.2 ACI includes Human Factors training during FAA approved initial training of new personnel and during employee's yearly FAA approved recurring training. Training methods include classroom style training, on-line FAA Human Factor training sessions and "All Hands" training meetings.
- 16.3 It is the Training Manager's responsibility to ensure that training regarding changes in factors that affect the repair station, (for example, new processes, method, materials, tool, system, or components) include Human Factors.
- 16.4 For further details of the procedures used to guarantee that this accomplished, see the ACI FAA approved ACI Training Program Manual.

17. Air Carrier Line Stations

- 17.1 This is not applicable to ACI.

18. Work away from a Fixed Location

- 18.1 At this time, ACI does not perform work away from this fixed location for EASA customers. When required, ACI will request FAA Operation Specification D100 be authorized.

Appendix A Sample Audit Program, EASA Supplement U.S. Repair Stations

| Audit Subject | Jan | Feb | Mar | Apr | May | June | July | Aug | Sept | Oct | Nov | Dec |
|---------------|-----|-----|-----|-----|-----|------|------|-----|------|-----|-----|-----|
|---------------|-----|-----|-----|-----|-----|------|------|-----|------|-----|-----|-----|

| Audit Subject | Jan | Feb | Mar | Apr | May | June | July | Aug | Sept | Oct | Nov | Dec |
|---|-----|-----|-----|-----|-----|------|------|-----|------|-----|-----|-----|
| CFR 43.7 Persons authorized to return to service | | | | | | | | | | | | |
| CFR 43.9 Contents of Maintenance and Alteration Records | | | | | | | | | | | | |
| CFR 43.12 Falsification of Records | | | | | | | | | | | | |
| CFR 43.13 Standards | | | | | | | | | | | | |
| CFR 43.15 Additional Standards | | | | | | | | | | | | |
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| Supplement 13 Reporting Unairworthy Conditions | | | | | | | | | | | | |
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| Supplement 15 Hangar Space | | | | | | | | | | | | |
| Supplement 16 Contracted Maintenance | | | | | | | | | | | | |
| Supplement 17 Human Factors | | | | | | | | | | | | |

| Audit Subject | Jan | Feb | Mar | Apr | May | June | July | Aug | Sept | Oct | Nov | Dec |
|--|-----|-----|-----|-----|-----|------|------|-----|------|-----|-----|-----|
| Supplement 18 Line Stations | | | | | | | | | | | | |
| Supplement 19 Work away from Fixed Location | | | | | | | | | | | | |

Audit details are contained in the associated audit report(s).

Legend: / = planned, X = performed

Prepared by _____, Title _____ Date _____
Signature

Accepted by _____, Title: Accountable Mngr/Quality Mngr Date _____
Signature

Appendix B Blank 8130 with EASA Statement

| | | | | | | |
|---|-----------------|---|--|--------------------------|---|---------------------------------------|
| 1. Approving Civil Aviation Authority/Country: FAA/UNITED STATES | | 2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG | | | 3. Form Tracking Number: | |
| 4. Organization Name and Address: Aerospace Coatings International LLC 370 Knight Drive Oxford, AL 36203 | | | | Repair Station :A9PR286X | | 5. Work Order/Contract/Invoice Number |
| 6. Item: | 7. Description: | 8. Part Number: | 9. Quantity: | 10. Serial Number: | 11. Status/Work: | |
| 1 | | | | | | |
| 12. Remark. Customers the following applies: Aerospace Coatings International certifies that the work specified in Block 11 & 12 was performed in accordance with EASA Implementation Rule part 145 approval, and with respect to that work, the aircraft component is considered ready for release to service under the EASA Acceptance Certificate No: EASA.145.4565. | | | | | | |
| 13a. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input checked="" type="checkbox"/> Non-approved design data specified in Block 13. | | | 14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" type="checkbox"/> Other regulations 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: | | 14c. Approval/Certificate No.: A9PR286X | |
| 13d. Name (Typed or Printed): | | 13e. Date (dd/mm/yyyy): | 14d. Name (Typed or Printed): | | 14e. Date (dd/mm/yyyy): | |
| <p>It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.</p> <p>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.</p> <p>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.</p> | | | | | | |

FAA Form 8130-3 (02-14)

*Installer must cross-check eligibility with applicable technical data.

NSN: 0052-00-012-9005

Instruction for Completing FAA Form 8130-3

1. Country (United States)
2. Form Name
3. Form Tracking Number (ACI Internal Tracking Number/Shop Traveler Number)
4. Organization: Name of Company, Address and Repair Station Number
5. Customer Purchase Order Number
6. Item
7. Description
8. Part Number
9. Quantity
10. Serial Number
11. Status of work performed (Repair, overhaul, inspect, etc.)
12. Remarks
- 13a. N/A – Not to be used for Repair Station
- 13b. N/A – Not to be used for Repair Station
- 13c. N/A – Not to be used for Repair Station
- 13d. N/A – Not to be used for Repair Station
- 13e. N/A – Not to be used for Repair Station
- 14a. FAA Pre-Printed Statement
- 14b. Signature of Authorized Release to Service personnel
- 14c. Repair Station Certificate Number
- 14d. Printed Name of Authorized Release to Service personnel
- 14e. Date of Shipment