

**MAINTENANCE ORGANISATION TERMS OF APPROVAL
PODMÍNKY OPRAVNĚNÍ ORGANIZACE ÚDRŽBY**

Reference / Číslo osvědčení: **CZ.145.0039**

Organisation / Organizace: **ABS Jets, a.s., K letišti 549 Hangár C, 161 00 Praha 6 - Ruzyně**

CLASS / TŘÍDA	RATING / KVALIFIKACE	LIMITATION / OMEZENÍ	LINE / TRAT	BASE / ZAKL.
AIRCRAFT LETADLA	A	Embraer EMB-145	YES / ANO	YES / ANO
		Embraer EMB-505	YES / ANO	YES / ANO
		Gulfstream GV-SP	YES / ANO	YES / ANO
		Gulfstream GVI	YES / ANO	YES / ANO
		Gulfstream GVII-G500	YES / ANO	NO / NE
		Dassault Falcon 7X	YES / ANO	YES / ANO
		Bombardier CL-600-2B16 (604 Variant)	YES / ANO	NO / NE
		A1 Aeroplanes MTOM above 5700 kg Letouny s MTOM přes 5700 kg	Embraer EMB-500 Phenom	YES / ANO
A2 Aeroplanes MTOM 5700 kg and below Letouny s MTOM 5700 kga méně	Airbus Helicopters EC 120	YES / ANO	NO / NE	
A3 Helicopters / Vrtulníky	Airbus Helicopters MBB-BK 117 D-2			
	Airbus Helicopters MBB-BK 117 D-3			
ENGINES MOTORY	B	B1 Turbine Turbínové	Borescope Inspections and Foreign Object Damage Inspections i.a.w.MOE § 1.9 and Capability List / Boroskopické prohlídky po nasátí cizího předmětu podle MOE § 1.9 a schváleného seznamu celků	
COMPONENTS OTHER THAN COMPLETE ENGINES OR APUs LETADLOVÉ CELKY JINÉ NEŽ KOMPLETNÍ MOTORY NEBO APU	C	C1 Air Condit. & Pressur. / klimatizace a přetlakování	Structural repairs i.a.w. MOE § 1.9 and Capability List / Strukturální opravy dílů podle MOE § 1.9, seznamu celků	
		C4 Doors – Hatches / Dveře, přístupové otvory	Structural repairs i.a.w. MOE § 1.9 and Capability List / Strukturální opravy dílů podle MOE § 1.9, seznamu celků	
		C5 Electrical Power & Lights / Elektrické zdroje a osvětlení	Main and Stb. Batteries i.a.w. Capability List / Hlavní a záložní akumulátory podle seznamu celků	
		C6 Equipment / Vybavení	Structural repairs i.a.w. MOE § 1.9 and Capability List / Strukturální opravy dílů podle MOE § 1.9, seznamu celků	
		C8 Flight Controls / Řízení letadla	Structural repairs i.a.w. MOE § 1.9 and Capability List / Strukturální opravy dílů podle MOE & 1.9, seznamu celků	
		C14 Landing Gear / Přistávací zařízení	Wheels maintenance, tyre replacement i.a.w. Capability List / Údržba kol, výměna pneumatik podle seznamu celků	
		C19 Windows / Okna	Windows repairs i.a.w. Capability List / Opravy oken podle seznamu celků	
		C20 Structural / Konstrukce draku	Structural repairs i.a.w. MOE § 1.9 and Capability List / Strukturální opravy dílů podle MOE § 1.9, seznamu celků	

These terms of approval are limited to those products, parts and appliances and to the activities specified in the scope of work section of the approved maintenance organisation exposition,

Toto podmínky oprávnění jsou omezeny na výrobky, letadlové části a zařízení a na činnosti stanovené v části uvádějící rozsah prací ve schváleném výkladu organizace údržby,

Maintenance Organisation Exposition reference / Číslo výkladu organizace údržby: **ABS-MT-005**

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Revision No / Změna č.: **59**

For the Competent Authority / Za příslušný úřad:

CAA CZ / Úřad pro civilní letectví

Ing. Vít Zárybnický

Signed / Podpis:

Director of Technical Division / Ředitel Sekce technické

	Maintenance Organisation Exposition 1 GENERAL	PAGE	1-21 of 1-28
		REVISION	59
		DATE	19. 1. 2023

The area of Hangar N, the property of ABS Jets, is primarily used for aircraft parking, however it is possible to utilize it for base and line maintenance. The adjacent rooms and offices are not used by the maintenance organization.

In case of the base maintenance projects, the dedicated area within the hangar must be clearly marked and separated from the parking stands. All the necessary GSE, tools and material are moved from neighboring Hangar C to support maintenance in Hangar N.

1.8.5 Line maintenance station Bratislava

ABS Jets operates line maintenance station in Bratislava. All detailed information about the station, including address of the location, facility description and layout, the station procedures, are described in MP510/n.

1.9 ORGANISATION'S INTENDED SCOPE OF WORK

CLASS	RATING	LIMITATION	ID*	BASE	LINE **
AIRCRAFT	A1 Airplanes above 5700 kg	Embraer EMB-145	a	X	X
		 	b	 	
		 	c	 	
		Embraer EMB-505	e	X	X
		Gulfstream GV-SP	f	X	X
		Gulfstream GVI	g	X	X
		Dassault Falcon 7X	k	X	X
		Bombardier CL-600- 2B16 (604 Variant)	l		X
		Gulfstream GVII-G500	m		X
		A2 Airplanes up to 5700 kg	Embraer EMB-500	d	X
A3 Helicopters	Airbus Helicopters EC120	i		X	
A3 Helicopters	Airbus Helicopters MBB-BK117 D-2/D-3	j		X	
ENGINES	B1 Turbine	Rolls-Royce AE3007A	Borescope Inspections and Foreign Object Damage Inspections		
		Rolls-Royce BR700-710A			
		P&W PW617F-E			
		P&W PW535E			
Components other than complete	C1 Air Condition and Pressurisation	Structural repairs of composite and metal sheet parts			

	Maintenance Organisation Exposition 1 GENERAL	PAGE 1-22 of 1-28
		REVISION 59
		DATE 19. 1. 2023

CLASS	RATING	LIMITATION	ID*	BASE	LINE **
engines or APUs	C4 Doors	Structural repairs of composite and metal sheet parts			
	C5 Electrical Power	Batteries Marathon Batteries SAFT Standby Batteries L-3 CAS		Capacity test, Overhaul Capacity test, Overhaul Capacity test	
	C6 Equipment	Structural repairs of composite and metal sheet parts Emergency Locator Transmitter (ELT) battery replacement			
	C8 Flight Controls	Structural repairs of composite and metal sheet parts			
	C14 Landing Gear	Wheels BF Goodrich Wheels MABS (Meggitt Aircraft Braking Systems)		Tires replacement, Overhaul Tires replacement, Overhaul	
	C19 Windows	Embraer windows repairs Sierracin/Sylmar cockpit window side panel repairs			
	C20 Structural	Structural repairs of composite and metal sheet parts			

* ID - identification, which serves to distinguish between aircraft type related differences in the ABS Jets Forms and Lists (e.g. ABS-FT-008a/n is service checklist for EMB-145, ABS-FT-008f/n is service checklist for Gulfstream GV-SP, etc.).

** With consideration of the regulatory requirements and the progressive nature of maintenance system utilized by aircraft types stated in the table above, the **distinction** between **LINE** and **BASE** maintenance, set within ABS Jets and respected by its employees, is as follows:

As Line Maintenance in ABS Jets is considered:

Aircraft type	Scheduled maintenance limitation
EMB-145	up to 1000Fh / 12MO inspection
EMB-500 / 505	up to 600Fh / 12MO inspection
Gulfstream GV-SP	up to 1000Fh inspection
Gulfstream GVI	up to 1200Fh inspection
EC120	up to 1500Fh / 72MO inspection
MBB-BK117 D-2 / D-3	up to 400Fh / 24 M inspection
Dassault Falcon 7X	up to 400Fc / 6MO inspection
Bombardier CL-600-2B16 (604 Variant)	100Fh inspection
Gulfstream GVII-G500	750 +/-50 (A Check)

	Maintenance Organisation Exposition 1 GENERAL	PAGE	1-23 of 1-28
		REVISION	59
		DATE	19. 1. 2023

- trouble shooting and defect rectification which may include component replacement, with use of external test equipment if required, including Engine and APU replacement,
- minor repairs and modifications which do not require extensive disassembly and can be accomplished by simple means,
- pending on Quality Manager decision and only for temporary or occasional cases, AD's, SB's.

Maintenance tasks falling outside these criteria are considered to be Base Maintenance.

The listing of ABS Jets AMO privileges in accordance with the 145.A.75 is as follows:

- base maintenance of A/C as indicated by the table above
- line maintenance of A/C, as indicated by the table above, at approved maintenance stations
- line maintenance of A/C, as indicated by the table above, at any place to rectify the defects and restore airworthiness of the A/C and to perform scheduled maintenance tasks, provided the necessary equipment and satisfactory working environment can be assured
- releasing aircraft to service after the maintenance
- maintenance of components as indicated by the table above in approved facilities and to release those components to service on the EASA Form 1

In very exceptional cases and pending on Quality Manager approval, when the aircraft is grounded due to damage, and can't be flown to appropriately approved maintenance organisation facility, the repairs of the aircraft requiring extensive disassembly and specialised works, and therefore qualifying as base maintenance works, can be performed at the place of aircraft grounding, provided:

- that the access to the large enough hangar of other maintenance organisation, with necessary basic GSE and the workshops, is available,
- the audit of this facility to review its suitability, is performed,
- all specialised tools used during the event are brought from ABS Jets,
- the works are performed under the control of ABS Jets Support and Certifying Staff and the aircraft is released to service by C rated Certifying Staff,
- that CAA CZ is informed about any such upcoming event in advance.

1.9.1 Subcontracted Maintenance

ABS Jets currently does not subcontract any maintenance within its approval schedule.

1.9.2 Aircraft components maintenance

Aircraft components are stated in the list of maintained components – Capability List, ABS-LT-001/n. Capability List must be in conformity with Part-145 Approval of Maintenance organization. Particular Components are entered and approved into Capability List in accordance with the procedure MP601/n and instruction MI601/n. The QSD is responsible to provide the scanned approved document to the Maintenance Section of the CAA CZ.

	Maintenance Organisation Exposition 1 GENERAL	PAGE	1-24 of 1-28
		REVISION	59
		DATE	19. 1. 2023

1.9.2.1 Components Class B

- a) Rolls-Royce AE3007A
 - i) Borescope Inspection of the Compressor Task 72-30-00-200-801
 - ii) Borescope Inspection of the Combustion Liner Task 72-40-00-200-801
 - iii) Borescope Inspection of the Turbine Section Task 72-50-00-200-801
- b) Rolls-Royce BR700-710A
 - i) Borescope Inspection of HP Compressor 72-00-00, PB601/TASK 72-00-00-200-801)
 - ii) Borescope Inspection of Combustion Section 72-00-00, PB601/TASK 72-00-00-200-802)
 - iii) Borescope Inspection of HP Turbine 72-00-00, PB601/TASK 72-00-00-200-803
 - iv) Borescope Inspection of LP Turbine 72-00-00, PB601/ TASK 72-00-00-200-804
- c) P&W PW617F-E
 - i) Borescope inspection Task 72-00-00-290-
- d) P&W PW535E
 - i) Borescope inspection Task 72-00-00-280-

Foreign Object Damage Inspections are performed according to specific instructions in respective engine's CMM.

1.9.2.2 Components Class C

- a) Batteries Marathon
 - i) Battery discharge (battery cells) for capacitance measurements incl. deep discharge
 - ii) Charging of the battery (battery cells)
 - iii) Repairs:
 - (1) Battery cells exchange,
 - (2) Interconnecting wire exchange,
 - (3) Termo-elements exchange
- b) Batteries SAFT
 - i) Battery discharge (battery cells) for capacitance measurements incl. deep discharge
 - ii) Charging of the battery (battery cells)
 - iii) Repairs:
 - (1) Battery cells exchange,
 - (2) Interconnecting wire exchange,
 - (3) Termoelement exchange
- c) Standby batteries L-3 Communications Avionics Systems
 - i) Battery discharge for capacitance measurements
 - ii) Charging of the battery

	Maintenance Organisation Exposition 1 GENERAL	PAGE	1-25 of 1-28
		REVISION	59
		DATE	19. 1. 2023

- d) BF Goodrich wheels , Meggitt Aircraft Braking Systems
 - i) Tires exchange,
 - ii) Repairs,
 - (1) Local wheel rim repairs including surface protection repairs
 - (2) Exchange of running surface of the bearing
 - (3) Brake inserts replacement
 - iii) Overhauls
- e) The components of the categories C1 (Air Condition and Pressurisation), C4 (doors), C6 (equipment), C8 (flight controls) and C20 (structural) stated within the Capability List, ABS-LT-001/n
 - i) Repairs of **composite** parts in accordance with manufacturer's approved data
 - ii) Repairs of **metal sheet** parts in accordance with manufacturer's approved data
- f) Embraer Windows, Sierracin / Sylmar cockpit window side panel
 - i) Repairs
- g) Emergency Locator Transmitter (ELT)
 - i) Battery replacement

1.10 PROCEDURES FOR CHANGES (INCLUDING MOE AMENDMENT) REQUIRING PRIOR APPROVAL

ABS Jets, as approved AMO, is obligated to notify the Technical Division of CAA CZ about intention to make any changes of the following organisation's attributes:

- a) organisation's name
- b) organisation's place of business
- c) other organisation's places / facilities
- d) scope of work / approval
- e) Accountable Manager
- f) person on the position of CTO or QSM
- g) changes to the alternative means of compliance
- h) changes to the system for reporting to the competent authority on the safety performance and regulatory compliance of the organisation
- i) equipment, procedures, personnel and also programme, facility or maintenance contractor, which could significantly influence the AMO approval

QSD is responsible for notification of these changes. As significant, they are subject to direct approval by CAA CZ and as such may be introduced into the force only after this approval. Sudden, necessary personal changes, not known to the ABS Jets management in advance, are exceptions, which shall be reported to CAA CZ as soon as possible.