

# APPENDIX E

EASA Supplement to FAA 14 CFR Part 145 Issue 19, 28 Jan 2020

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## Pages

E-1

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**Monogram Systems Repair Station Quality Manual**

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**Monogram Systems FAA Repair Station No. MO8R749J**

**EASA Supplement to FAA 14 CFR 145 Issue 19, 28 Jan 2020**

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Ref.: Repair Station Quality Manual

**APPROVAL CERTIFICATE NUMBER EASA.145.4682**

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This Supplement does not form part of the FAA 14 CFR Part 145 Repair Station Quality Manual.

This Supplement together with the FAA Part 145 Repair Station Quality Manual forms the basis of approval by the European Aviation Safety Agency (EASA) Part 145 Maintenance Operation. This supplement forms part of the applicant's obligations for EASA Part-145 approval as specified in the EASA Maintenance Annex Guidance (MAG, Change 7).

This EASA supplement addresses the Maintenance carried out in accordance with the referenced Repair Station Quality Manual plus this Supplement (MAG, Change 7) and is accepted by the European Aviation Safety Agency (EASA) as being in compliance.

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2. **Amendment Procedure:** This manual supplement is prepared and controlled by the Quality Assurance Manager. Changes to the MAG shall be implemented, as applicable, within 90 days after the change has been published unless otherwise specified. Any changes to this supplement must have the approval of the QA Manager and be forwarded to the FAA for their acceptance. This manual will be maintained current at all times. This repair station's system to ensure currency and consistency for all users of the manual is to maintain only one version of the manual electronically. The Manager of Quality Assurance is responsible for ensuring that this electronic version of the manual is kept current and accurate.
  
3. **Introduction:** The European Aviation Safety Agency (EASA) Part 145 is European requirements based largely on Part 145 and includes both a requirement for European Part 145 maintenance of all aircraft/aircraft components used in commercial air transport operations plus the requirements of qualify as such a maintenance organization. In addition EASA 145.10(c) has a provision to allow approval of non-EASA member State based maintenance organizations and repair stations on the basis of an approval granted by a non-EASA member Authority recognized by EASA and subject to compliance with maintenance special conditions intended to ensure equivalence to EASA Part 145.

The European Aviation Safety Agency (EASA) has agreed that the FAA is a recognized Authority by means of a bilateral aviation safety agreement.

As specified, the basic differences between EASA Part 145 and 14 CFR 145 is to ensure equivalence with EASA Part 145 and these are outlined in Maintenance Annex Guide (MAG) agreed between EASA and FAA and detailed in EASA publications.

The result of this process is that a Part 145 repair station can be EASA Part 145 Accepted when the repair station complies with maintenance special conditions beyond that required by Part 145 and which are specified in EASA Maintenance Annex Guidance (MAG) initially and later as an Appendix to EASA Part 145.

This supplement is therefore intended to inform the organization that it is working in accordance with the EASA Part 145 Approval Certificate and to identify the differences for FAR's that need to be taken into account.

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4. **Accountable Managers Commitment Statement:**

This Supplement, in conjunction with the approved FAA Repair Station Quality Manual, 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 EASA Part 145 approval.

It is accepted that the repair station's procedures do not override the necessity to comply with any additional requirements formally published by EASA and notified to this organization from time to time.

It is understood that EASA will issue an Approval Certificate and list this organization as an acceptable source of maintenance for EASA full Member States of Europe in a formal EASA publication whilst 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 and remove the organization from the formal EASA publication if EASA considers that procedures are not followed or standards not upheld.

Signed by the Accountable Manger  
For and on behalf of the repair station.

\_\_\_\_\_ 12 February 2020 \_\_\_\_\_  
Robert G. Wood, Accountable Manager                      Date

Please Note: Whenever the Accountable Manager is replaced the new Accountable Manager should sign the statement to ensure the continuous EASA Part-145 Approval and provide the responsible FAA ASI with the amendment of the supplement.

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5. **Approval Basis and Limitation:** EASA approval is based upon compliance with 14 CFR Part 145 and Part 43 except where varied by the conditions specified in Maintenance Annex and associated guidance. However this approval must not exceed the ratings permitted by Commission Regulation (EU) No. 1321/2014. The approval of maintenance is limited to the scope of work permitted under the current Certificate issued by the FAA and Operations Specifications to the Repair Station in accordance with the Part 145 for work carried out within the USA unless agreed otherwise on a case-by-case basis by the JMCB. A copy of the EASA continuation approval letter shall be forwarded to the assigned FAA Inspector.

6. **Access by EASA and FAA:** Approval by EASA is based upon FAA approval and subject to the allowance of access to the facility by EASA staff as well as FAA staff, on behalf of EASA, for purposes of ascertaining initial and continued compliance with 14 CFR Parts 145 and the EASA Special Conditions to included compliance with Form 9.

Monogram will allow access to the facility to EASA (Foreign Dignitary) or FAA on behalf of EASA with any investigation of any specific problems or enforcement action that may be taken by EASA.

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.

7. **Work Orders/Contracts:** International maintenance is complicated by the fact that there are occasions when supplementary maintenance unknown to the Repair Station should be carried out.

- a. It is therefore important for the repair station to see that it receives a work order from the customer which it can understand in English. The assigned Repair Administrator will be the person who has the responsibility for communicating with the customer in cases of doubt to insure clear understanding of requirements.
- b. Repair Station work orders shall show compliance with customer or operator work order or contract requirements to ensure compliance. Work orders shall specify the inspections, repairs, modification, overhaul, airworthiness directives to included EASA ADs and other notified mandatory instructions, and parts replacements that should be carried out. The assigned Repair Administrator will be the person who has the responsibility for review of customers work order requirements and insure that requirements are indicated in Monogram work order and documents are available during repair process. Inspector is responsible to review requirements and insure that work completed is in compliance. The customer remains responsible for correctly informing the repair station by work order of all required maintenance and alterations.

8. **Approved Design and Repair Data**

a) Changes to the type design: Major Changes, Minor Changes, supplemental type certificates (STC). 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

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supplied by the customer and approved by 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.

b) Repairs. The FAA shall approve design data in support of major repairs in accordance with:

(1) 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.

c) EASA Acceptance of FAA Repair Design Data.

(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. type certificate (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 data to be acceptable data under 14 CFR Part 43 for use on an EU-registered aircraft.**



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(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.

9. **Airworthiness Directives:** A number of EASA member Authorities either issues their own Airworthiness Directives (AD) or accept FAA Airworthiness Directives and issue additional Airworthiness Directives. The repair station shall hold a copy of all AD's the customer requires embodied. It may be necessary for the customer to supply such non-FAA AD's. The customer is responsible for specifying any AD compliance required during maintenance through the work order.

It will be the responsibility of the Manager of Quality Assurance to maintain current AD's in accordance with Repair Station Manual section 3.3.3 for all pertinent FARs and Airworthiness Directives to include EASA AD's for work performed by the Repair Station. Supplying copies of AD's to Technical Publications to be posted in technical data.

Technical Publications Manager is responsible maintenance of technical data to include AD's and makes available access to personnel when work is being performed in accordance with Repair Station Manual Section 3.3.5.

The Quality Assurance Manager is responsible to note any customer requested AD in Monogram work order to insure compliance during processing of repair. Notification of compliance with AD's will be included on Return to Services documentation to the customer, and will be noted on Form 8130-3 Return to Service tag. If the repair station does not comply with an applicable AD, its non-compliance must be recorded in the item's 8130-3.

10. **Release and Acceptance of Components:** Release to service of components shall be carried out in accordance with Part 43.9 except that paragraph 7 to 10 of this Supplement should be taken into account. At the completion of maintenance an FAA Form 8130-3 shall be issued as a maintenance release the FAA Form 8130-3 will be signed off in block 14b against the block 14a maintenance release. Blocks 13a through 13e are not to be used by the repair station.

The FAA Form 8130-3 will include the EASA Part 145 release to service certifying statement with EASA Part 145 Approval 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.

See Appendix 2 for an example of a completed FAA Form 8130-3 used by the repair station including both the EASA Part-145 release to service certifying statement and provision for EASA Part 145 Approval Certificate Number.

The following information defines acceptability of components authorized for use during maintenance, which should meet the intent of the following:

1. Component means any component part of an aircraft up to and including a complete power plant and any operational or emergency equipment.

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2. Only the following new and used serviceable components that meet the requirements listed below may be fitted during maintenance.

(a) New Components.

3. 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.

4. For new components from a U.S.-PAH, release must be documented on an FAA Form 8130-3 as a new part.

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

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

Or refer to section 7.2.2 of the RSQM for new component piece part 8130-3 “INSPECTED” process

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.

Standard parts are not subject to the foregoing 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....”**

PMA parts may only be accepted as detailed in subparagraph 10(2) (a) (1) (i) above and in the Technical Implementation Procedures (TIP).

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2. Used Components

- (a) 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 appropriately 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.
- (b) 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.
- (c) 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.
- (e) 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.
- (f) Acceptable components based on provisions of other Bilateral Agreements are not contained in this guidance. Please refer to the individual Agreements or the summary table published on the EASA Web site: <https://www.easa.europa.eu/faq/66700>
- (g) Release statements for cases where compliance with both regulatory systems cannot be met (parts installed with single release, ADs not being complied with)."
- (h) One or more products/articles were installed with an EASA Form 1 single release, so the final assembly cannot be released with an FAA Form 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, check only the box mentioning "Other regulation specified in block 12." Do not check box that states compliance to 43.9.
- (i) In block 12, the following text should be inserted:
- (j) "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.EASA.145.4682.
- (k) 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:"
- (l) (List the items in Block 12)

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**3. Release Procedure for Components That Are Used Only in an EASA-approved Design (TC/STC).**

(a) Based on the BASA principle of mutual technical assistance, the FAA and EASA acknowledge the need for U.S.-based repair stations to perform maintenance, preventive maintenance, and/or alterations on component parts to be installed on non-U.S. type-certificated aircraft.

Monogram Systems repair station, under its FAA certificate and ratings, may perform maintenance and/or alteration activities and provide the FAA Form 8130-3

Airworthiness Approval for return to service for the work performed on component parts to be installed on non-U.S. type certificated aircraft.

(b) The authorization/approval to perform maintenance on component parts to be installed on non-U.S. type certificated aircraft is limited to the scope of the Monogram Systems repair station's FAA ratings and EASA approval based upon compliance with 14 CFR parts 43 and 145, except where it is varied by the special conditions specified in the

Maintenance Annex Guidance (MAG). The EASA approval does not exceed the ratings permitted by Commission Regulation (EU) No 1321/2014.

(c) The Monogram Systems repair station's accountable manager will submit to the FAA responsible Principal Inspector, in writing, a request to perform maintenance, preventive maintenance, and/or alterations on component parts to be installed on non-U.S. type-certificated aircraft. The written request will include a revised EASA supplement listing the component parts, the scope of maintenance that will be performed on the parts, including a self-assessment of the following elements: tooling, equipment, data used, training, facilities, qualified personnel, etc.

(d) The FAA Principal Inspector who has oversight responsibility for the repair station will review the request and verify the repair station ratings and that EASA approval supports the maintenance activities requested (i.e., tooling, equipment, data used, training, qualified personnel, facilities) and review the revised EASA supplement containing the listed component parts. Once reviewed and found acceptable to the PI, the PI will forward request and EASA supplement page listing the component parts to EASA for acceptance (e-mail to [foreign145@easa.europa.eu](mailto:foreign145@easa.europa.eu)).

(e) EASA will upon receipt of the request review and associated EASA supplement page listing the parts and will provide, in writing, the acceptance or denial. EASA will e-mail the repair station's accountable manager of EASA's decision and will carbon copy the FAA Principal Inspector via e-mail.

(f) The repair station's EASA accountable manager (or his/her delegate authorized and listed on the return to service roster) will ensure the repair station issues the FAA Form 8130-3 Airworthiness Approval return to service by signing blocks 14b

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and 14c. The EASA accountable manager (or his/her delegate authorized and listed on the return to service roster) will check block 14a, the box stating, “Other regulation specified in Block 12.” The repair station’s EASA accountable manager (or his/her delegate authorized and listed on the return to service roster) will notate in block 12, “Certifies that the work performed in block 11/12 was carried out in accordance with EASA Part 145 and, in respect to that work, the component part is considered approved for return to service under the Monogram Systems EASA Part 145 approval no. EASA.145.46.82 for installation on European Union-registered aircraft only. Not for installation on U.S.-registered aircraft or components of such aircraft.”

(g) FAA Oversight. The FAA Principal Inspector who is assigned oversight responsibility for the repair station will conduct surveillance activities of the non-U.S. type certificated component parts when conducting normal oversight for the EASA special conditions, per FAA Order 8900.1 guidance.

11. **Certificate of Airworthiness (C of A) Validity:** This section is not applicable to Monogram in that maintenance is not performed on an entire aircraft, otherwise procedures would have to be in place to ensure the Certificate of Airworthiness (C of A) is valid.
12. **Release of Aircraft after Maintenance:** This section is not applicable to Monogram in that this paragraph covers maintenance certification made in the aircraft maintenance record and with respect to work on the aircraft. It is only for those repair stations with airframe and/or limited airframe rating. Monogram does not perform aircraft maintenance
13. **Reporting of Unairworthy Conditions:** When serious defects or SUPs are found in EU regulated aircraft or aircraft components that such facts must be reported to EASA, the aircraft/component design organization, the authority of the state of registry, and to the customer/operator within 72 hours of discovery.

When reporting to EASA the identity of the customer must be included to allow follow up action. Report will be submitted by the Quality Assurance Manager on EASA online platform <http://www.aviationreporting.eu/>

14. **Quality Assurance System:** The primary objective of the Quality Monitoring system is to enable Monogram the organization to satisfy itself that it can deliver a safe product and that it remains in compliance with 14 CFR Part 43, Part 145 and EASA Supplementary conditions. Monogram has developed an internal audit system (ZWWS audit plan) and a management/control and follow up system.

The independent audit system is a process of sample audits of all aspects of the repair station’s ability to carry out all maintenance to the required standards. It represents an overview of the complete maintenance system and does not replace the need for mechanics to ensure that they carry out maintenance to the required standard nor does it replace any associated inspection / quality control system. Independence shall be established by ensuring that audits are not carried out by the personnel responsible for

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the function, procedure or product being audited. All contracted maintenance providers are subject to audits under QAS system.

A pool of trained auditors will be utilized to perform these audits from inside and outside of the repair station. The auditors will be trained by the Repair Station Quality Assurance Manager.

The audits will consist of two elements.

1. Procedural audits – The audits monitor compliance with required aircraft component standards and adequacy of the maintenance procedures to assure that such procedures invoke good maintenance practices and airworthy aircraft components. Procedural audits will be conducted in segments at a minimum of 1 per month.
2. Product audits – The sample check of a product means to witness any relevant testing and visually inspect the product and associated documentation. The sample check is not involve repeat disassembly or testing unless the sample check identified findings requiring such action. Products audits will conducted at a minimum of 1 per quarter.

Since the repair station has more than 10 people, all applicable Part 43/145 paragraphs and EASA supplementary conditions of MAG. Procedural audits will be conducted in segments at a minimum of 1 per month. All requirements of the MAG will be covered within that 12 calendar months. Primary product line is any one Water Waste component or Electro-mechanical product line where the systems and procedures are very similar throughout that product line. In the case of stores audit where a random selection of parts are to be used for the audit, there would be the need to carry out 3 audit sample checks each year, and the product type being audited should change each year..

The management control follow up system consists of a system to ensure that all findings/discrepancies resulting from the independent audit system are corrected in a timely manner and to enable the Accountable Manager to remain informed of the state of compliance and any safety issues. The Accountable Manager should hold routine meetings to check the progress on clearing outstanding findings / discrepancies or delegated on a day to day basis to the Quality Manager as long as the Accountable Manager meets at least once per year with the senior staff involved to review the overall performance. For details on Management control follow-up procedures ref internal procedure: P014.

A report shall be generated for each audit carried out describing what was checked and any resulting findings/discrepancies. The report shall be sent to the relevant department(s) for rectification action giving target rectification dates. The relevant department(s) are required to rectify the findings/discrepancies and inform the quality department. For details on reporting procedures reference internal procedure P014.

Appendix 1 contains the form to be used in the audit program and shall be applied to the various component work areas. It should be understood that not all subjects will apply in all cases and the audit form should be used as a starting basis after which it can be altered to fit the particular type of repair station.

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15. **Provision of Hangar Space for Aircraft Maintenance:** This section is not applicable to Monogram in that it applies to repair stations with airframe and/or airframe ratings. Monogram does not perform aircraft maintenance.

16. **Contracted Maintenance:** When part of the maintenance is contracted to another organization, Monogram Systems shall ensure that the other organization(s) are either listed by EASA for the maintenance they carry out or such contracted organization(s) must work under the repair station contracted provisions stated in Part 145.

All organizations contracted by the repair station must be listed showing whether it is EASA approved or under the repair station control via Part 145. If an organization(s) is not approved by EASA it is the responsibility of the repair station to ensure the products compliance via Part 145, and its airworthiness to return to service per RSQM section 7.4 Contracted Maintenance Functions.

### **A. Non-EASA approved Facility**

1. Repair Station is responsible for approving for return to service of each item on which work is performed and for ensuring its airworthiness.

2. Non-EASA approved contractor to which work is contracted must be under the control of the Repair Station's Quality Assurance Manual, section 7.4 Contracting Maintenance Functions. Additionally, the Repair Station must inspect each item on which contracted work has been performed for compliance with this supplement.

2. If the Repair Station cannot determine the quality of contracted work, the work can only be contracted to an EASA- approved 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 the Repair Station to determine the quality of the work performed, then it should not be contracted to a non-EASA approved source.

### **B. Approved EASA Contracted Facility**

1. If the Repair Station contracts functions to another organization that is EASA-approved, the contractor is responsible for approving the return to service for each item on which it has worked.

2. QAS is responsible during the audit to determine that the EASA-approved Repair Station to which work is contracted is properly certificated to perform that work per Section 14. RSQM 7.4 Contracting Maintenance Functions

17 **Human Factors:** Monogram has an FAA approved Training program that includes Human Factors to detect and rectify maintenance errors that may endanger the safe operation of aircraft. Record keeping will be maintained per the approved training manual. Maintenance Initial and Recurrent Human Factors Training is provided for in Monogram Systems Training Manual document RS-145-10 latest

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revision. Human Factor events that occurred in the repair station are recorded on our Gemba walk Safety Cross. These events will be used as training materials during our annual HF training.

**18. Air Carrier Line Stations:** This section defines Air Carrier operating line stations located in the USA as part of US Part 121. Since Monogram does not operate a line station this section is not applicable.

**19. Work Away From Fixed Location** This repair station does not perform maintenance, preventive maintenance, or alteration at a location other than its fixed location. Work away in not applicable to MO8R749J.



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**SUPPLEMENT APPENDIX 1 – QUALITY MONITORING SURVEY**

Item No.	Ref.	Audit Subject	Date Scheduled	Date Completed	Results (NCR #)
1	CFR 145.51 & 53	Change of Certificate			
2	CFR 145.55 & 57	Renewal of Certificate			
3	CFR 145.105	Changes of Facility/Location			
4	CFR 145.103	Facilities			
5	CFR 145.103	Special Facilities			
6	CFR 145.151 & 153	Personnel			
7	CFR 145.159	Repairman			
8	CFR 145.161	Records of Personnel			
9	CFR 145.155 & 211	Inspection system			
10	CFR 145.109 & 217	Equipment & Material			
11	CFR 145.201 & 203	Compliance with Certificate			
12	CFR 145.109 & 201	Standards - See FAR 43			
13	CFR 145.157 & 213	Inspection of Work			
14	CFR 145.21	Work Records & Retention			
15	CFR 145.221	Reporting Defects			
16	CFR 43.2	Overhaul			
17	CFR 43.3	Persons Authorized to Perform Maintenance etc.			
18	CFR 43.5	Approval for Return to Service			
19	CFR 43.7	Persons Authorized to Return to Service			
20	CFR 43.9	Content of Maintenance & Alteration Records			
21	CFR 43.12	Falsification of Records			
22	CFR 43.13	Standards			
23	CFR 43.15	Additional standards			
24	EASA Supp 4	Accountable Manager Statement/Signature			
25	EASA Supp 7	Customer Work Orders			
26	EASA Supp 8	EASA Approved Design and Repair Data			
27	EASA Supp 9	EASA Airworthiness Directives			
28	EASA Supp 10	EASA Release and Acceptance of Components			
29	EASA Supp 11	Certificate of Airworthiness ( C of A ) Validity	N/A	N/A	N/A
30	EASA Supp 12	Aircraft Release or Return to Service	N/A	N/A	N/A
30	EASA Supp 13	Reporting OF Unairworthy Conditions			
31	EASA Supp 14	Quality Assurance System			
32	EASA Supp 15	Hangar Space	N/A	N/A	N/A
33	EASA Supp 16	Contracted Maintenance			
34	EASA Supp 17	Human Factors			
35	EASA Supp 18	Air carrier line stations	N/A	N/A	N/A
36	Product Audit	( ) Vacuum Gen. ( ) Toilet. ( ) Electrical. ( ) Gray Water. ( ) Air Stairs.			

Audit Conducted by (Print Name) \_\_\_\_\_ Signature: \_\_\_\_\_ Date: \_\_\_\_\_

See associate audit reports for details.

Monogram Systems FAA Repair Station No. MO8R749J  
**EASA Supplement to FAA Part 145**  
 Issue 19 28/JAN/2020

**SUPPLEMENT APPENDIX 8130-3**

1. Approving Civil Aviation Authority/Country: <b>FAA/UNITED STATES</b>		2. <b>AUTHORIZED RELEASE CERTIFICATE</b> FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: 34270	
4. Organization Name and Address: MONOGRAM SYSTEMS 1500 GLENN CURTISS STREET CARSON, CA 90746-4012 USA				Phone : (310) 884-7000 Fax : (310) 838-8458	5. Work Order/Contract/Invoice Number: 0000286960 897093 00001	
5. FAA APPROVED REPAIR STATION NO: MO8R749J						
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
1	LEVEL SENSOR	15730-140	1.000000 EA	0267	REPAIRED	
12. Remarks:  REPAIRED FUNCTION TEST ACCEPTED PER CMM 38-31-42 REV 5 DATED 3/2009  SEE ATTACHED TEARDOWN REPORT  FAA-PMA <u>Customer Name:</u> ZODIAC SERVICES EUROPE MSC REPAIRS <u>Customer PO Number:</u> 5800340560 <u>Our Ref PO:</u> 5800340560						
				<b>SAMPLE</b>		
Certifies work specified in Blocks 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. EASA.145.4682						
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 type="checkbox"/> Non-approved design data specified in Block 12.			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" type="checkbox"/> Other regulation 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.: MO8R749J
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14d. Name (Typed or Printed): GILBERTO PINELA		14e. Date (dd/mm/yyyy): 27Jan2014
<b>User/Installer Responsibilities</b>						
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.						

Blocks 13a through 13e are not to be used by the repair station and that “newly overhaul” should be signed off in block 14b against the block 14a maintenance release.

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

The status of the component (repaired, inspected, overhauled, etc.) should appear in block 11 with any relevant comments including detailed references to approved data, AD’s, etc., in block 12. Example: “Overhauled in accordance with CMM 111, section X, Rev 2, S/B 23 & FAA AD xyz complied with. Full details held on WO 456.”

Block 12 must 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.145.4682”

(EASA does not recognize any other form of maintenance release from an FAA Part 145 EASA approved organization).

The posted roster identifies those staff that is authorized to issue the Form on behalf of the repair station.

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SUPPLEMENT APPENDIX 3 EASA DESIGN COMPONENTS

<b>AIRCRAFT</b>	<b>ATA NUMBER</b>	<b>PART NUMBER</b>	<b>DESCRIPTION</b>	<b>MATERIAL TYPE</b>
SSJ-100	38-31-15	7700942	Vacuum Switch	CMM
SSJ-100	38-30-46	78100-150	Vacuum Generator	CMM
RRJ95, SSJ-100	38-31-14	7800259	Drain Assembly	CMM
RRJ95, SSJ-100	38-31-14	7800329	Drain Assembly	CMM
RRJ95, SSJ-100	38-39-10	78100-250	Ball Valve	CMM
RRJ95, SSJ-100	38-14-44	19000-495	Drain Valve, Gray Water DV, Fill/DV	CMM
SSJ-100	38-30-52	15800-042 E2	Vacuum Toilet Assembly	CMM
SSJ-100	38-30-52	15800-042 E3	Vacuum Toilet Assembly	CMM
CS100, CS300	38-39-09	79000-120	Service Panel Ball Valve Assembly	CMM
SSJ-100	38-30-52	15800-042 E1	Vacuum Toilet Assembly	CMM
SSJ-100	38-39-10	78100-250	Service Panel Ball Valve	CMM
SSJ-100, SSJ100CL	38-41-04	19000-690	AIR COMPRESSOR	CMM
SSJ-100	38-30-46	7800403 Series	VACUUM GENERATOR	CMM
RRJ60, RRJ75, RRJ95, SSJ-100	38-31-15	7700750	Vacuum Switch	CMM
SSJ-100	38-10-03	7700810 Series	Controller, Water System	CMM
SSJ-100	38-37-27	78100-400 Series	Grey Water Interface Valve	CMM
SSJ-100	38-14-44	19000-485	Drain Valve, Gray Water DV, Fill/DV	CMM
SSJ-100	38-14-44	19000-490	Drain Valve, Gray Water DV, Fill/DV	CMM
SSJ-100	38-10-04	7900378	Potable Water Tank	CMM
SSJ-100	38-30-51	7900380	Waste Tank	CMM
SSJ-100	38-39-10	7700802	Ball Valve	CMM
RRJ95, SSJ-100	38-31-14	7800258	Drain Assembly	CMM