



Instituto Nacional de Aviação Civil
CIVIL AVIATION AUTHORITY

SUBJECT: ACCEPTANCE OF A FOREIGN APPROVED MAINTENANCE ORGANISATION (AMO)

DATE: 01/12/2012

1. PURPOSE

The purpose of this technical circular is to provide guidance to a foreign AMO on an acceptable means of compliance with Sao Tome and Principe Civil Aviation Regulations for the granting of Instituto Nacional de Aviação Civil approval to conduct of maintenance on a Sao Tome and Principe registered aircraft and associated aeronautical products.

2. REFERENCES

- STP-CAR Part 6 Approved Maintenance Organisation;
- STP-CAR Part 5 Airworthiness;
- STP-CAR Part 9 Air Operator Certification and Administration;
- STP-CAR Part 8 Operation; and
- STP-CAR Part 2 Personnel Licensing.

3. GENERAL INFORMATION

- A. STP-CAR Part 9 - Air Operator Certification and Administration allows an air operator in Sao Tome and Principe to make arrangements with an approved and appropriately rated aircraft maintenance organization for the performance of maintenance of aircraft and associated aeronautical products as provided in the approved maintenance programme and approved maintenance control manual.
- B. INAC may accept a certificate or approval issued by the Authority of another Contracting State. INAC will issue an acceptance to an Approved maintenance organization for the conduct of maintenance on a Sao Tome and Principe aircraft and its associated aeronautical products, subject to the maintenance organization being in compliance with STP-CAR Part 6 maintenance special conditions prescribed by the INAC in this AC.
- C. The INAC has published the INAC maintenance special conditions for the acceptance of maintenance from an approved maintenance organization in paragraph 4.

- D. A certified maintenance organization may be accepted by the INAC in accordance with STP-CAR Part 6 when such maintenance organization complies with this technical circular and the INAC Inspectors have satisfactorily completed the evaluation.

4. MAINTENANCE SPECIAL CONDITIONS FOR THE ACCEPTANCE OF FOREIGN MAINTENANCE ORGANIZATION

- A. The foreign AMO must hold a valid local Authority Approval certificate appropriately rated for the scope of maintenance to be carried out on Sao Tome and Principe registered aircraft. The Authority AMO acceptance shall be based on and limited to the local Authority approval scope of work. Acceptance by the INAC will be based upon the AMO operations specification and therefore will be limited to such operations specification.
- B. Any maintenance organization with an airframe or limited airframe rating should have appropriate covered accommodation for the base maintenance of any airframe for which it is rated. Any Sao Tome and Principe registered aircraft undergoing maintenance and/or alteration should be completely inside the covered accommodation during such maintenance and/or alteration.
- C. The AMO shall have an effective working independent quality system to ensure that the AMO remains in compliance with the local approving Authority regulatory requirements and the Special Conditions Supplement (SCS) to a Foreign AMO Maintenance Procedures Manual (MPM) Document approved by the Authority in accordance with STP-CAR Part 6. Internal audits must be carried out annually (or be carried out progressively over the one year period) and must cover the applicable local Authority Regulations and this AC Special Conditions.
- D. The AMO must use authorized aircraft and aeronautical products during maintenance. The maintenance organization must use the local authority forms, e.g. FAA Form 8130-3, EASA Form One, as an aeronautical product maintenance release/return to service document. The form shall be completed in accordance with the relevant local authority procedure. These forms must not be used for the release/return to service of an aircraft. The Authority acceptance number and the local Authority approval number shall appear on the Release/Return to service certificates.
- E. The release/return to service of the aircraft must be in accordance with the procedures approved by the Authority and in compliance with STP-CAR Part 6 Approved Maintenance Organisation.
- F. The Special Conditions Supplement shall contain the AMO accountable manager signed statement of commitment that commits the maintenance organization to compliance with STP-CAR Part 6 and any additional conditions that may be required by the INAC and to recognition of the consequence of failure to comply.
- G. The AMO is required to hold valid maintenance agreements with all the operators for which it performs maintenance work. The maintenance agreement shall state the scope of work the AMO has been contracted to perform.

- H. The maintenance organization must have an INAC supplement to the maintenance organization procedures manual containing information and procedures in accordance with paragraph 5.
- I. The maintenance organization must accept that the INAC Inspector may access the maintenance organization facility during normal working hours to check for compliance.
- J. The maintenance organization should understand that the INAC inspectors will make a recommendation in respect of INAC acceptance of the maintenance organization and will visit the facility, if required before making such recommendation. The absence of a positive recommendation from the INAC inspectors means that the maintenance organization will not be accepted by the INAC.
- K. The application will be reviewed in a 5 Phase process as summarized in Appendix 3. Where an applicant satisfies the conditions of this AC the INAC will issue an Acceptance to the maintenance organization. The INAC will publish a list of all maintenance organizations and maintenance organizations that have been accepted by the INAC.

5. THE APPROVED SPECIAL CONDITION SUPPLEMENT

- A. The Special Conditions Supplement (SCS) to a Foreign AMO Maintenance Procedures Manual (MPM) Document is prepared and submitted to the Authority together with the acceptance application INAC F-06-005.
- B. It takes into account huge multi function AMO's by addressing only those functions where the Authority safety oversight concerns are limited as the case may be when working on Sao Tome and Principe registered aircraft.
- C. It contains civil aircraft maintenance procedures and information approved by the Authority that commits the foreign AMO to carry out maintenance in accordance and in compliance with the STP-CAR Part 6 Approved Maintenance Organisation.
- D. When approved, it also provides the Authority inspectors scope of reference when auditing and/or carrying surveillance functions on a Foreign AMO.
- E. The Special Conditions Supplement (SCS) to a Foreign AMO Maintenance Procedures Manual (MPM) contains information and procedures showing that the maintenance organization is working in accordance with local authority regulations and the conditions specified in paragraph 4. In addition, procedures for the following subjects should also be included:
 - (1) Work order standards;
 - (2) Airworthiness directives;
 - (3) Approved/accepted major modifications/repairs;
 - (4) Aircraft certificate of airworthiness validity periods (if appropriate).
 - (5) Approved design engineering data;
 - (6) Aircraft release certification (if appropriate);
 - (7) Reporting of unairworthy conditions;
 - (8) Approved spare parts.

- (9) Contracted maintenance.
- (10) Quality monitoring.

F. An example of the content structure of a Special Conditions Supplement to the foreign AMO MPM is included in this TC as Appendix 1.

6. ADDITIONAL CONDITIONS FOR THE ACCEPTANCE OF AIR OPERATORS LINE STATIONS

A. Line stations as part of a Certified Air Operator, can only be accepted if the air operator complies with paragraph 4, holding an acceptable Approved Maintenance Organization Certificate for at least one of its maintenance facilities valid for the aircraft type(s) and scope of work relevant to the line station(s). The contracted line station(s) shall comply with paragraph 4, as applicable. The INAC Supplement must include a procedure which clearly demonstrates that the quality system covers all contracted activities.

7. PROCEDURE FOR THE ISSUE OF THE INAC ACCEPTANCE CERTIFICATE

7.1. APPLICATION FOR APPROVAL

A. The foreign AMO that wishes to be accepted in accordance with the Sao Tome and Principe Civil Aviation Regulations to carry out maintenance on Sao Tome and Principe registered aircraft shall complete and submit the application INAC F-06-005 (Appendix 2) to the Authority.

B. The Authority shall decide whether the application will be subjected to the full Five Phases Certification Process.

C. Where it has been decided not to apply the complete certification process, the following procedure shall apply:

- (1) The AMO should express the need to perform maintenance on Sao Tome and Principe registered aircraft by letter of communication.
- (2) An application letter and the INAC F-06-005 form shall be completed and submitted to the Authority together with the AMO procedures manual and copy of the Special Condition Supplement.
- (3) If the application package is acceptable the Authority shall advise whether there is a need to carry out an approval inspection.
- (4) When the INAC is satisfied that the applicant has met the requirement to ensure equivalence with STP-CAR Part 6, and subject to the satisfactory outcome of an INAC audit, the AWI/Project Manager will issue the acceptance letter and the approved Special Condition Supplement to the approved maintenance organization.

D. Line stations shall be accepted only if the parent Foreign (AMO) complies with the requirements of this TC, i.e. it holds a valid local Authority AMO Certificate with ratings for the aircraft type(s) and scope of work relevant to the required line station services.

7.2. APPROVAL CONDITIONS

- A. The foreign AMO must provide right of access to the Authority Inspectors to the AMO facilities to determine continued compliance with the Sao Tome and Principe Civil Aviation regulation.
- B. The Authority will not issue or renew an acceptance to an AMO that is under formal investigation by the local approving Authority for suspected non-compliance that could result in revocation of the local approval. The Authority approval shall cease to be effective when the foreign Authority approval is not valid or has been revoked.
- C. Amendments to the approved Special Conditions Supplement require Authority approval before application. The acceptance process may require an audit to verify the AMO capability for the additional rating.
- D. This acceptance remains valid unless the local Authority approval is not valid or has been revoked or the INAC establish that there is a significant failure to comply with the conditions of the acceptance.

7.3. FOREIGN AMO APPROVAL CERTIFICATE RENEWAL

- A. The AMO shall complete a prescribed renewal application INAC Form and submit to the Authority.
- B. The Authority will review the Special Conditions Supplement. Any changes shall require approval.
- C. The renewal application Form and any amendment to the Special Conditions Supplement (if any) should be sent to the Authority at least 30 days prior to expiry of the acceptance.
- D. The AMO shall facilitate the Authority inspectors to carry out the renewal inspection.
- E. When the Authority is satisfied with the status of the approved Special Conditions Supplement, and the results of the renewal inspection, the Authority will renew the AMO Certificate for a period two year.

7.4. ADDITIONAL RATING TO THE EXISTING AMO ACCEPTANCE

- A. An approved maintenance organization may apply for:
 - (1) Extension of the AMO ratings.
 - (2) Inclusion of additional capability.
 - (3) Major change to the facility.
- B. The AMO shall notify the Authority of the additional ratings and capability to be accepted only when the proposed changes are in the scope of the services contracted with a Sao Tome and Principe registered operator. It shall submit the notification of the rating upgrade or variation together with the proposed amendments to the Special Condition Supplement. Depending on the rating

up-grade, the Authority shall advise whether there is a need to carry out an approval inspection.

7.5. CHANGES TO THE AMO ACCEPTANCE

- A. When the AMO wishes to make changes like the name, address, location, scope and limitations of coverage it is necessary to inform the Authority of such changes in writing and supply an amended revision of the Special Condition Supplement, including the Accountable Manager's revised commitment statement.
- B. Amendments to the Approval Certificates will not change the expiry date of the current certificate except in the case where the changes notification is concurrent with the renewal application.

7.6. REVOCATION OF THE AMO ACCEPTANCE

- A. Any AMO accepted by the Authority in accordance with the STP-CAR part 6 and the conditions specified in this AC could have a complete or partial revocation of the approval, should the Authority establish that there is a significant failure to comply with the conditions of the approval.
- B. It should also be noted that the local Authority AMO certificate expiry or withdrawal automatically invalidates the Authority Approval Certificate.

8. SUB-CONTRACTING MAINTENANCE WORK

- A. An Approved Maintenance Organisation (AMO) may sub-contract maintenance work to another Approved Maintenance Organisation. If however the sub-contracted AMO is not approved by the Authority it is required that at least the following are met:
 - (1) The AMO must hold a local Authority approval for the work which is being subcontracted.
 - (2) The approved AMO still remains responsible for the quality of the released to service of the sub-contracted maintenance work, including the appropriate airworthiness requirements.
 - (3) Have necessary procedures (i.e. Maintenance Agreement) for the control of the subcontracted activities, together with the terms for the personnel responsible the management.

9. INAC CONTACT ADDRESS

Any correspondence required to be sent to INAC should be addressed as follows:
Instituto Nacional de Aviação Civil
Bairro do Aeroporto, P.O Box 97
São Tomé – São Tomé e Príncipe

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| Approved by: Board of Administration of INAC | |
| Date: <u>30/08/2012</u> | President of the Board  Marcos Angelo Vaz da Conceição (Aeronautic Engineer)  |

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Appendix 1 - SPECIAL CONDITIONS SUPPLEMENT TO THE FOREIGN AMO MPM

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| <p>REPUBLICA DEMOCRÁTICA DE SAO TOME E PRINCIPE</p>  <p>INAC <i>Civil Aviation Authority</i></p> | <p>SPECIAL CONDITIONS SUPPLEMENT (SCS) TO A FOREIGN AMO MAINTENANCE PROCEDURES MANUAL (MPM)</p> |
|--|--|

Approved SCS Ref. No.
 Foreign AMO MPM Ref. No.
 Foreign AMO Name and Address:

Foreign AMO Local Authority Approval No
 The Authority AMO Approval No.

This approved Special Conditions Supplement (SCS) forms part of the foreign AMO Maintenance Procedures Manual (MPM).

This SCS together with the foreign AMO local Authority approved MPM form the basis of approval of a foreign AMO to carry out maintenance on aircraft and or components in accordance with The Civil Aviation (Approved Maintenance Organization) Regulations.

CONTENTS

1.0 LIST OF EFFECTIVE PAGES

2.0 STATEMENT OF COMPLIANCE

3.0 AMENDMENT PROCEDURE

Identify the position within the AMO that is responsible for amendment action and coordinating the approval process of the SCS.

4.0 INTRODUCTION

4.1 This paragraph should address why the supplement is necessary.

4.2 STP-CAR Part 9 (Air Operator Certification and Administration) provides for Authority approval of maintenance organization or AMO selected by the air operators to carry out maintenance on Authority approved AOC holder's aircraft. The organisation can be a foreign based

4.3 The SCS is meant to cater for the specific Authority requirements and differences that might be there between Civil Aviation (Approved Maintenance Organisation) Regulations and the foreign Authority Regulations. The foreign AMO shall be approved when the Authority is satisfied that the AMO complies with maintenance Special Conditions specified in this Technical Circular.

5.0 ACCOUNTABLE MANAGER'S COMMITMENT STATEMENT

5.1 This paragraph represents the statement by the Accountable Manager that the organization will comply with the conditions specified in the SCS and operate in accordance with STP-CAR Part 6 (Approved Maintenance Organisation).

5.2 An acceptable statement for this paragraph would be:

5.2.1 This Supplement in conjunction with the foreign AMO approved MPM Ref. defines the organization and procedures upon which the Authority approval has been granted.

5.2.2 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 STPCAR Part 6 (Approved Maintenance Organisation).

5.2.3 It is accepted that the AMO's procedures do not override the necessity of complying with any additional requirements formally published by the Authority and notified to this organization from time to time.

5.2.4 It is understood that the Authority Approval Certificate will be valid whilst the Authority is satisfied that the procedures are being followed and work standards maintained. It is further understood that the Authority reserves the right to revoke the Approval Certificate if it considers that procedures are not followed or standards not upheld.

.....
Signed by the Accountable Manager
For and on behalf of the AMO

Note: Whenever the Accountable Manager is replaced, the new Accountable Manager must sign the statement to ensure continuous Authority Acceptance.

6.0 APPROVAL BASIS AND LIMITATION

6.1 The Authority approval is based upon the AMO compliance with local Authority Regulations and Requirements except where varied by the conditions specified in this Technical Circular.

6.2 The Authority approval is limited to the work scope listed below, and as indicated in the approval document Operations specification (OpsPecs). In any case whatsoever it must not exceed the scope of work permitted by the foreign local Authority as indicated on the approval document.

7.0 ACCESS BY THE AUTHORITY

It should be stated that the Authority inspectors will be allowed access to the AMO for the purpose of ascertaining compliance with procedures and standards and to investigate specific problems as required by STP-CAR Part 9 (Air Operator Certification and Administration) STP-CAR Part 6 (Approved Maintenance Organisation).

8.0 WORK ORDERS

8.1 It is the responsibility of the operator to raise the maintenance work orders and scheduled maintenance inspection check list or work package task cards specifying the inspections, repairs, modifications, overhaul, airworthiness directives and parts replacements that should be carried out and to make sure that the AMO receives them in time for the work to be accomplished within the required time frame.

8.2 The operator remains responsible for correctly informing the AMO by work order of all required mandatory maintenance inspections and modifications.

9.0 APPROPRIATE MAINTENANCE AND ENGINEERING REFERENCE MANUALS

It is the responsibility of the Operator to ensure that the AMO is furnished with all relevant, current maintenance and engineering technical documents (e.g. Manuals, ADs and SBs) appropriate for the type aircraft, reference may be made to STP-CAR Part 8 (Operation) STP-CAR Part 5 (Airworthiness).

10.0 MAJOR REPAIRS / MODIFICATIONS

The procedure for the AMO to ensure that the Authority approves major repairs and major modifications when necessary or has confirmed that the AMO local Authority approved data is acceptable. The AMO should request the operator to provide such written proof from the Authority.

Note: The Authority accepts repairs and modifications issued by the Manufacturer and approved by the Authority of the state of manufacture through the Type Certificate holder.

11.0 RELEASE OF COMPONENTS AFTER MAINTENANCE

11.1 Release to service of components up to and including complete power plants should be carried out in accordance with the AMO local Authority Regulations. At the completion of maintenance appropriate release to service documents and certificates should be issued by the AMO. The AMO release to service certificates must indicate the Authority approval number in addition to the local Authority approval. Reference be made to STP-CAR par 6 Approved Maintenance Organisation.

11.2 The release to service certifying statement shall specify any overhaul, repairs, modifications, Airworthiness Directives, replacement parts and quote the reference and issue/revision of the approved data used, (EASA Form One is a typical acceptable component release to service document after maintenance).

12.0 VALIDITY OF AIRWORTHINESS CERTIFICATE

The Operator or owner is responsible for ensuring that the Certificate of Airworthiness (C of A) remains valid. The AMO however, should ensure that the C of A is valid before it issues the aircraft release to service certificate after maintenance.

13.0 RELEASE OF AIRCRAFT AFTER MAINTENANCE

13.1 Release to service of aircraft shall be carried out in accordance with the AMO local Regulations Requirements except where when stated otherwise in this paragraph.

13.2 Where the Authority or operator requires using his own release to service documents, this shall be done in accordance with STP-CAR Part 6 (Approved Maintenance Organisation).

13.3 The release to service document shall specify the aircraft maintenance check carried out, plus any repairs, modifications, Airworthiness Directives, replacement parts together with the issue of approved data used.

13.4 Any work not carried out shall be clearly indicated and the operator informed. This should be work within the permitted deviations of the approved maintenance program and it could be when:

13.4.1 Some of the maintenance work requested by the operator has not been carried out.

13.4.2 Or a case where the particular maintenance work requirement is not approved by the AMO local Authority.

13.5 Otherwise the AMO must issue the certification when all required maintenance has been carried out and appropriately certified.

13.6 The AMO Authority approval Certificate Number and the local Authority approval Certificate Number must be quoted on the release to service documents

14.0 REPORTING OF UN AIRWORTHY CONDITIONS

14.1 The procedure that will be followed to report found un-airworthy conditions be stated indicating the time frame within which the report must be made and to who.

14.2 STP-CAR Part 5 (Airworthiness) requires that the report be made to the Authority as soon as possible but in any case not later than three days (72 hours).

15.0 QUALITY MONITORING (QM) SYSTEM

15.1 STP-CAR Part 6 (Approved Maintenance Organisation) requires an independent AMO quality system.

15.2 The QM system procedures shall explain the independent audit system, the management control and follow up system, and the annual audit schedule program.

15.3 A report should be raised for each audit carried out describing what was checked and any resulting findings/discrepancies.

16.0 PROVISION OF HANGAR SPACE FOR AIRCRAFT MAINTENANCE

A statement that appropriate housing, facilities and equipment are available and shall be provided for aircraft whose maintenance is being contracted. Reference may be made to STP-CAR Part 6 (Approved Maintenance Organization).

17.0 COMPONENTS AUTHORISED FOR USE DURING MAINTENANCE & MODIFICATION

17.1 Component means any component part of an aircraft up to and including a complete power plant and any operational or emergency equipment. They should be traceable to the Type Certificate (TC) holders Parts Catalogue and MUST be in a satisfactory condition for fitment.

17.2 New components should be accompanied by appropriate release document issued by the approved Production Certificate holder

17.3 Used components should be traceable to an approved maintenance organizations or repair stations which certified the previous maintenance and in case of life limited parts certified the cycles and life used.

18.0 SUB-CONTRACTED MAINTENANCE

18.1 A statement on how sub-contracted maintenance work shall be managed.

18.2 STP-CAR Part 6 (Approved Maintenance Organisation) provides for AMO sub-contracting maintenance work to another AMO, (approved or not approved by the Authority). In any case, it is required that there exist a maintenance contract agreement between the two AMOs stating what specific work activity has been contracted.

18.3 The contracting AMO must have proof that the sub-contracted AMO holds the required local Authority approval and capability for the contracted maintenance work.

18.4 Whatever the case, the contracting AMO remains responsible for the quality of the maintenance being carried out by the sub-contracted AMO.

Notes:

- (i) *The AMO shall not be contracted to perform any work which is not within its scope of approval unless it has an acceptable maintenance sub contract agreement with another AMO that is appropriately rated and approved to perform such maintenance work.*
- (ii) *In such a case the sub-contracted AMO may not need to be approved by the Authority, however, the maintenance sub-contract agreement must clearly indicate that the approved AMO still remains responsible for the quality of the released to service of the sub-contracted maintenance work.*

Appendix 2- APPLICATION FORM

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| REPUBLICA DEMOCRÁTICA DE SAO TOME E PRINCIPE  INAC Instituto Nacional de Aviação Civil CIVIL AVIATION AUTHORITY | APPLICATION FOR APPROVED MAINTENANCE ORGANISATION CERTIFICATE AND/OR RATINGS | | |
| 1. Approved Maintenance Organisation Name, Number, Location and Address | | 2. Reasons for Submission | |
| a. Official Name of Approved Maintenance Organisation : | | <input type="checkbox"/> Original Application for Certificate and Rating <input type="checkbox"/> Change in Rating <input type="checkbox"/> Change in Location or Housing and Facilities <input type="checkbox"/> Change in Ownership <input type="checkbox"/> Other (Specify) _____ _____ _____ | |
| Number: | | | |
| b. Location where business is conducted: | | | |
| c. Official Mailing Address of Approved Maintenance Organisation (Number, Street, City, State, & Zip) | | | |
| d. Doing Business As: | | | |
| 3. Ratings Applied for: | | | |
| <input type="checkbox"/> Airframe <input type="checkbox"/> Class 1 <input type="checkbox"/> Class 5 <input type="checkbox"/> Class 2 <input type="checkbox"/> Class 6 <input type="checkbox"/> Class 3 <input type="checkbox"/> Class 7 <input type="checkbox"/> Class 4 | | <input type="checkbox"/> Powerplant <input type="checkbox"/> Class 1 <input type="checkbox"/> Class 2 <input type="checkbox"/> Class 3 | |
| | | <input type="checkbox"/> Propeller <input type="checkbox"/> Class 1 <input type="checkbox"/> Class 2 | |
| | | <input type="checkbox"/> Avionics <input type="checkbox"/> Class 1 <input type="checkbox"/> Class 2 <input type="checkbox"/> Class 3 | |
| | | <input type="checkbox"/> Computer <input type="checkbox"/> Class 1 <input type="checkbox"/> Class 2 <input type="checkbox"/> Class 3 | |
| | | <input type="checkbox"/> Instrument <input type="checkbox"/> Class 1 <input type="checkbox"/> Class 2 <input type="checkbox"/> Class 3 <input type="checkbox"/> Class 4 | |
| <input type="checkbox"/> Accessories <input type="checkbox"/> Class 1 <input type="checkbox"/> Class 2 <input type="checkbox"/> Class 3 <input type="checkbox"/> Class 4 | | <input type="checkbox"/> Limited <input type="checkbox"/> Airframe <input type="checkbox"/> Accessories <input type="checkbox"/> Computer <input type="checkbox"/> Powerplant <input type="checkbox"/> Landing Gear <input type="checkbox"/> Rotor Blades <input type="checkbox"/> Propeller <input type="checkbox"/> Floats <input type="checkbox"/> Fabric <input type="checkbox"/> Instruments <input type="checkbox"/> Avionics <input type="checkbox"/> Emergency Equip. <input type="checkbox"/> <input type="checkbox"/> Non-Dest. Test | |
| | | <input type="checkbox"/> Specialised Service (List Process Specification(s)) _____ _____ _____ | |
| 4. List of Maintenance Functions contracted to an outside Maintenance Organisation: | | | |
| | | | |
| 5. Applicants Certification | | | |
| Name of Owner (Include name(s) of individual Owner, all partners, or corporation name given the state, province, or country and date of incorporation) | | | |
| | | | |
| I hereby certify that I have been authorised by the approved maintenance organisation identified in Item 1 above to make this application and that statements attached hereto are true and correct to the best of my knowledge. | | | |
| Date: | Authorised Signature: | Print Name of Authorised Signature: | Title: |
| | | | |
| F-06-005 | | | |

| | | |
|--|--|--|
| For INAC Use Only | Record of Action Approved Maintenance Organisation Inspection | For INAC Use Only |
| 6. Remarks (Identify by item number. Include deficiencies found ratings denied) | | |
| 7. Findings - Recommendations | | 8. Date of Inspection |
| <input type="checkbox"/> A. Station was found to comply with requirements of Part 6. <input type="checkbox"/> B. Station was found to comply with requirements of Part 6, except for deficiencies listed in Item 6. <input type="checkbox"/> C. Recommend Certificate with rating applied for on application be issued. <input type="checkbox"/> D. Recommend Certificate with rating applied for on application (EXCEPT those listed in Item 6) be issued. | | |
| 9. INAC Office | Signature(s) of Inspector(s) | Printed Names of Inspectors |
| | | |
| | | |
| | | |
| 10. Supervising or Assigned Inspector | | |
| ACTION TAKEN <input type="checkbox"/> APPROVED As shown on certificate issued on date shown <input type="checkbox"/> DISAPPROVED | ACCEPTANCE ISSUED Number Date | Inspector's Signature Inspector's Printed Name Title |
| F- 06-005 | | |