



REPUBLIC OF TÜRK YE  
MINISTRY OF TRANSPORT AND INFRASTRUCTURE  
Directorate General of Civil Aviation  
Department of Airworthiness

Ref : E-48082085-215.01-84389

15 Aug 2024

Subject : Extension of Approval

DASSAULT AVIATION BUSINESS SERVICES SA  
20, chemin des Papillons, P.O. Box 36, 1215 Geneve 15 Airport Geneva / Switzerland

Reference : Email dated August 1, 2024 .

With regard to your referenced application:

On behalf of the Turkish Directorate General of Civil Aviation, I am pleased to enclose herewith the original copy of your Maintenance Organisation Approval Certificate referenced TR.145.F.0036 revised due to the addition of line maintenance capability for Falcon 6X type rating to its scope of work in Geneva station, following positive evaluation by the DGCA iaw Memorandum UED-2017/1 Article 8.

Additionally, your revised MOE Supplement (Edition:K0, Issued Dated: 1 March 2024) has been found acceptable which has been revised due to the addition of line maintenance capability for the Falcon 2000 (CFE 738), Falcon 7X (PW307) type ratings and base maintenance capability for the Falcon 2000EX Easy (PWC PW 308C) type rating at Basel Station, following positive evaluation by the DGCA.

Sincerely yours,

Feyzullah ÇINAR  
On Behalf of Director General  
Acting Deputy Director General

Enclosure: Maintenance Organisation Certificate (2 Pages)



# Turkish Supplement Maintenance Organisation Exposition

This supplement specifies the differences between EASA Part-145 and Turkish DGCA SHT-145 maintenance activities.

## Dassault Aviation Business Services SA

### Facilities Where base maintenance could be performed

<b>Primary Location Base Station</b>	Switzerland	<b>DABS Geneva</b> 20 Chemin des Papillons, P.O. Box 36 CH - 1215 Geneva 15 / Airport Phone: +41 58 123 0000	<b>GVA</b>
<b>Additional fixed locations Sub-Base Station Limited</b>	Switzerland	<b>DABS Basel</b> South West Maintenance Area, Flughafen Basel Mulhouse, Postfach CH 4030 Basel Phone: +33 789 201 012	<b>BSL</b>

### Additional Facilities – Line&AOG only

Portugal	<b>DABS Lisbon</b> - Aeródromo Municipal de Cascais	<b>LCT</b>
Switzerland	<b>DABS Lugano</b> - Via Aeroporto 15, Agno Airport	<b>LUG</b>
United Kingdom	<b>DABS Farnborough</b> - Business Aviation Centre - Farnborough Airport	<b>FAB</b>
	<b>DABS Luton</b> - London Luton Airport	<b>LTN</b>
<b>Satellites / mobile repair unit</b>	200 km driving radius from Mobile Van's base of operation	<b>LTN/FAB</b>

### Maintenance Approvals

- EASA: **CH.145.0248**
- Turkish: **TR.145.F.0036**

Manual reference	<b>DA-0100_Turkish</b>
Status of this document	<b>Edition K - 1 March 2024</b>

### General Contact

### Geneva

<b>Accountable manager</b> Franck MADIGNIER Tel: +41 58 123 60 01	<b>GVA Maintenance Director</b> Laurent BURNIER Tel: +41 79 366 79 68	<b>Stations &amp; MCC Maintenance Director</b> Vasco ARAUJO Tel: +351 939803204
<b>VP Safety, Quality &amp; Compliance</b> <b>Thierry BARRE</b> Tel: +41 58 123 6004 DABS-quality@dassault-business.com	<b>Quality &amp; Compliance director</b> Stephane BUCHS Tel: +41 58 123 6302	<b>Compliance Monitoring manager</b> Base – Dominique SEGURA Stations – INES RODRIGUES

Manuals and associated Forms are available on Internal Server (DABS Technical // Documentations) accessible to all DABS employees.

A web access for NAA approvals, the MOE, its supplements and associated document is available for customers and authorities (<https://approvals.dassault-business.com/tag.approvals/>).

## **PREAMBLE**

This supplement is provided to meet the requirements of the SHT-145 approval issued by the DGCA. The SHT-145 approval is based on a valid EASA approval reference CH.145.0248 and supplements the approved Maintenance Organisation Exposition (MOE) referenced DA-0100.

This maintenance organisation will perform and certify maintenance on Turkish registered aircraft in accordance with the procedures defined in the approved MOE together with this supplement. When maintenance is performed and certified in accordance with the referenced MOE and this supplement, it is accepted this meets the requirements of SHT-145.

## **CONTINUED VALIDITY**

The approval certificate shall be issued for an unlimited duration. The certificate shall remain valid subject to the conditions in Part 145.A.90 and the DGCA or EASA Part-145 approval certificate not being surrendered or revoked.

However, a surveillance period of 24 months will be followed and continuation of the approval shall be subject to payment of the renewal fee and continuation of Turkish operators/CAMO's intention to have maintenance service.

Therefore, the approvals will be suspended if an intention letter or a bank receipt for renewal fee is not provided to the DGCA together with the updated application package.

In case of any enforcement action taken to the EASA Part-145 approval such as suspension, revocation or limitation, Turkish DGCA shall be informed immediately and SHT-145 approval shall not be used beyond the limitation.

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**The term “DABS” will be use in this manual**

**The term “Dassault Aviation Business Services SA” will be use during any Part 145 activity such as on/within Maintenance Work Pack’s, Purchase Orders, Certification, MOE etc.**

Forms and regulation are available on **DABS** internal server.

## RECORD OF REVISIONS

Changes are identified with blue text (except in case of complete revision where only significant changes are in Blue).

Ed.	Issued Date	Details	by	Effective date
A-0	1 Apr. 2015	New Edition	DGCA	13 May 2015
B-0	1 July 2015	Amendment – new aircraft type	DGCA	29 Jul. 2015
C-0	4 Aug. 2015	Amendment – new aircraft type	DGCA	4 Aug. 2015
D-0	7 April 2016	Amendment – Extension Paris	DGCA	23 May 2016
E-0	13 May 2017	Renewal	DGCA	23 May 2017
F-0	2 Sept. 2019	Amendment - Name Change - Variation New rating Line added (BD700) - Variation Extension Base (F2000/F900EXy) - Variation New Variant added (CL650/F8X) - Extension Farnborough facility (already approved TR.145.F.0046) – Same EASA approval - Format of manual i.a.w Template March 2015	DGCA	2 Sept. 2019
G-0	31 Mar. 2020	Amendment - Variation New rating Base added (F7X) in FAB	DGCA	17 April 2020
H-0	10 May 2021	Update UED 2017/1 rev5 - One off added	DGCA	17 June 2021
I-0	1 October 2022	Name change 1 October 2022 Dassault Aviation Business Services SA	DGCA	15 Nov. 2022
J-0	1 July 2023	Renewal Amendment - GVA facility only (LBG and FAB removed) - SHGM form 1 added	DGCA	28 Au.2023
K-0	1 March 2024	Amendment - Basel added (location) - Dassault F6X added - Text of certification updated - Form 1 updated	DGCA	

## LIST OF EFFECTIVE PAGES

Page	Edition	Revision	Revision Date
1	K	0	1 March 2024
2	K	0	1 March 2024
3	K	0	1 March 2024
4	K	0	1 March 2024
5	K	0	1 March 2024
6	K	0	1 March 2024
7	K	0	1 March 2024
8	K	0	1 March 2024
9	K	0	1 March 2024
10	K	0	1 March 2024
11	K	0	1 March 2024
12	K	0	1 March 2024
13	K	0	1 March 2024
14	K	0	1 March 2024
15	K	0	1 March 2024
16	K	0	1 March 2024

Date: 1 March 2024

Quality and Compliance director:  
Stephane BUCHS

Signature:



Date of DGCA acceptance: See Cover letter

## 1 COMMITMENT

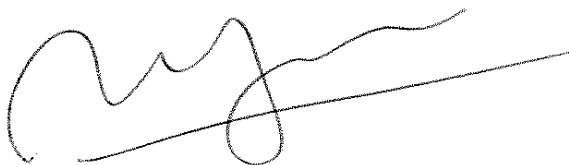
I, Franck Madignier, Accountable manager of **Dassault Aviation Business Services SA**, confirm that:

- the MOE approved by the Swiss FOCA and any associated referenced manuals defining the organisation and procedures upon which SHT-145 approval is based as required by SHT-145.
- MOE procedures must be complied with at all time and when work/orders are being progressed under the terms of the SHT-145 approval.
- It is accepted that MOE procedures do not override the necessity of complying with any new or amended regulations published by EASA/Turkish DGCA from time to time where these new or amended regulations are in conflict with these procedures.
- It is understood that Turkish DGCA will approve **DABS** whilst the DGCA is satisfied that the procedures are being followed and work standards maintained. It is further understood that Turkish DGCA reserves the right to suspend, limit or revoke the SHT-145 approval of **DABS** if the DGCA has evidence that procedures are not followed or standards not upheld.
- Access to **DABS** will be granted to the Turkish DGCA in terms of conduct audit to determine continued compliance with SHT-145 approval.
- SHT-145 approval will not be used beyond the limitations and Turkish DGCA will be informed as soon as possible, if the EASA Part-145 approval is suspended, revoked or limited.

We also confirm that we fully support the implementation of effective safety and quality management system through the provision of appropriate human and financial resources that promotes safe culture and practices, encourages effective reporting and communication and actively manages safety and quality as described in Safety and Quality Management System manual (DA-0001).

**Dated: 1 March 2024**

Signed:



**Franck MADIGNIER**  
President  
Accountable Manager

For and on behalf of **Dassault Aviation Business Services SA**

## 2 SCOPE OF WORKS

The approval certificate issued to **DABS** by Turkey Directorate General of Civil Aviation (DGCA) has limited what **DABS** is authorized to do.

Any maintenance, preventive maintenance, modification or required inspections of aircraft and aircraft components operated for commercial air transport must be performed following the appropriate sections of the operator's aircraft maintenance program and maintenance manual.

**DABS** shall enter agreement with customer within the limitation of approval schedule issued by Turkish DGCA. All the maintenance work shall be recorded and released to service according to the requirement of Turkish DGCA and customer.

The Approval Schedule is included in the Turkish DGCA Approval Certificate of **DABS** being in force, which is published and kept up-to-date on **DABS** server, but not included as part of this SUPPLEMENT due to the nonscheduled revisions.

### 2.1 Scope of maintenance – Aircraft

	Geneva	Basel
<b>Bombardier BD-100-1A10 (Honeywell AS907)</b> Challenger 300 Challenger 350	Base/Line	
<b>Bombardier BD-700 Series (RRD BR700-710)</b> Bombardier BD-700-1A10 (Global Express / 6000 / 6500) Bombardier BD-700-1A11 (Global 5000 / 5000 GVFD / 5500)	Line	
<b>Bombardier CL-600-2B16 (variant CL 604) (GE CF34)</b> Challenger 604 (MSN < 5701) Challenger 605 (5701<=MSN <= 5990) Challenger 650 (MSN ≥ 6050)	Base/Line	
<b>Falcon 900EX EASy (Honeywell TFE731)</b> F900EX EASy F900DX F900LX	Base/Line	
<b>Falcon 2000 (CFE 738)</b>	Base/Line	Line
<b>Falcon 2000EX Easy (PWC PW 308C)</b> F2000EX EASy F2000DX F2000LX F2000LXS F2000S	Base/Line	Base/Line
<b>Falcon 6X (PW812D)</b> Falcon 6X	Line	
<b>Falcon 7X (PW307)</b> Falcon 7X Falcon 8X	Base/Line	Line

**NOTE:** Any change into approved scope of works related to the aircraft type rating should be reported to the DGCA for notification.



## 2.2 Scope of maintenance – Other

- Engines
  - Activities concerning the **maintenance** are only carried out on Engines & APU fitted to Aircraft Type listed above (A1 ratings listed).
- Component/Accessories
  - EASA form 1 is accepted for work performed on component under EASA agreement . it includes Altimeter & Static Systems and Transponder Systems.
- NDT
  - EASA form 1 is accepted for NDT performed under EASA agreement.

The tests, repairs, and overhauls performed on accessories by **DABS** are referenced in Capability list (DA-0105). All work performed under the provisions of specialized service rating is done in accordance with approved data.

## 2.3 One off approval – aircraft not in SHT145 Approval

One-off maintenance services approval may be granted based on analysis performed by the DGAC- Application package should be provided i.a.w SHGM form 2Y. refer to §6.4.

## 2.4 Work away from fixed location

For AOG, refer to §6.4.

In case of specific request from the necessity of supporting limited Line Maintenance works for contracted aircraft, **DABS** may from time to time carry out ad-hoc, **these works** away from approved facility.

It may concern:

- Basic inspection / Monthly inspection
- Limited due list tasks
- Non-destructive Inspections (NDI).
- Specific SB / Interior refurbishment / Painting

Database upload / Download of parameter are considered as AOG situation. refer to §6.4.

the SQ department will submit any requests to the authority for approval using a WAB form (DA-0141\_WAB).

It permits to demonstrate availability of facilities, material, equipment, technical data and personnel to perform such specific maintenance.

Refer to MOE §1.9.8.

The use of this privilege is limited to those cases where **DABS** has a maintenance contract with the customer operator requesting such maintenance outside the approved fixed location.

### 3 CHANGES TO THE APPROVED MAINTENANCE ORGANISATION

#### 3.1 Notification

The Quality & Compliance directoris responsible for notifying the Turkish DGCA of any proposal to carry out any of the following changes before such changes take place to enable Turkish DGCA to determine continued compliance with this SHT-145 and to amend, if necessary, the approval certificate, except that in the case of proposed changes in personnel not known to the management beforehand, these changes must be notified at the earliest opportunity.

DGCA will be notified by Email that a new revision of the manual has been issued.

Any change of current SHT-145 approval shall apply with an application package in accordance with the SHGM Form 2Y.

New documents requiring acceptance will be sent per Email attachment and per Mail by the SQ department.

Applications should be sent to DGCA email address.

[foreign145@shgm.gov.tr](mailto:foreign145@shgm.gov.tr)

*Additionally, Sharedrive access is available. (<https://approvals.dassault-business.com/tag/approvals/>).*

*It contains the last updated:*

- *Approval certificates and relative Capability List,*
- *The Supplement, MOE and associated referenced documents,*
- *Forms,*

As the regulations do not require DGCA approval of revisions before implementation, the SQ department will issue new revision of GACA manual ten days after the internal validation (formalized in list of effective pages).

After acceptance by DGCA, date of acceptance is completed on the List of Effective Pages.

If the DGCA finds a revision unacceptable, the Quality & Compliance directorshall recall revisions. A review of work performed in accordance with the non-compliant manual will be performed to determine if product was adversely affected and if recall is required.

#### 3.2 Changes

**DABS** shall notify the DGCA of any proposal to carry out any of the following changes before such change take place to enable the DGCA to determine continued compliance with regulation.

1. The name of the organisation
2. The main location of the organisation
3. Additional locations of the organisation
4. The Accountable Manager
5. Any of the nominated senior persons nominated under 145.A.30(b)
6. The facilities, equipment, tools, material, procedures, work scope or certifying staff that could affect the approval

## **4 AMENDMENT PROCEDURES**

### **4.1 Supplement establishment**

This SUPPLEMENT is prepared according to SHT-145 in conjunction with the latest revision of the EASA approved MOE. Difference from EASA MOE is laid down in the SUPPLEMENT.

The SQ department of **DABS** is responsible for establishing and revising this SUPPLEMENT, as well as evaluating the compliance to any amendment of SHT-145 when get them from Turkish DGCA.

The SUPPLEMENT shall be revised as necessary to remain compliance with the requirements of the SHT-145.

This SUPPLEMENT and any subsequent amendment shall be approved by the **DABS** Quality & Compliance director and Turkish DGCA prior to coming into effect.

The Quality & Compliance director will approve each revision with signature and date on the List of Effective Pages.

After acceptance by DGCA, date of acceptance is completed on the List of Effective Pages.

Highlights of the revision will be documented in the Record of Revision page. Change notifications will be documented and stored to indicate the changes and nature of the changes.

When EASA MOE is revised, the MOE and revised contents shall be sent to Turkish DGCA for Information per Email.

### **4.2 Supplement control**

A copy of **DABS** approved MOE together with this supplement are supplied to DGCA in the English language.

Any employee can access the manual and associated procedures and forms through the Company server using the workstations in any office or work location. Access is read only to prevent inadvertent change to the information.

The SQ department assures that current manuals and associated documents are available on the company server in secure PDF file format.

Any maintenance personnel who, in the performance of their duties, identify a needed change in this Supplement shall contact the SQ department.

## **5 ACCEPTANCE/INSPECTION OF AIRCRAFT COMPONENTS AND MATERIALS**

### **MOE §2.2 & 2.3**

Parts, Appliances and materials used are procured through purchasing personnel and ordered through the use of purchase order (PO) in Quantum system.

All incoming article will be inspected for compliance with the purchase order requirements. The incoming checks are carried out and the materials or Parts are stored pending completion of the checks are performed in the Store department which is physically segregated from other departments.

All Components fitted or installed to the Turkish registered aircraft by **DABS** will be supported by a suitable serviceable release certificate in accordance with EASA requirements.

The documents equivalent to SHGM Form 1 are defined in article IR.M.A.501 of SHT-M instruction.

**No standard parts** will be fitted to the Aircraft without the existence of:

- Certificate of conformity (evidence of conformity traceable to the applicable standard);

**No parts or components** will be fitted to the Aircraft without the existence of an acceptable serviceable release Certificate:

- SHGM Form 1; or
- EASA Form 1 issue 2; or EASA Form 1 issue 1 prior 28 September 2010; or
- JAA Form One issued by AMO prior November 29, 2004; or
- JAA Form One issued by APO prior September 28, 2005; or
- for new part, a release Certificate issued by an organisation approved by a NAA with a working arrangement with EASA (FAA Form 8130-3 / TCCA Form One / ANAC Form SEGVOO 003 / UK CAA Form 1); or
- for used part, a release Certificate with an additional EASA release.

For any part/component changes, copy of relevant Certificate will be recorded with the Work Order documentation.

## 6 RELEASE TO SERVICE

### 6.1 Certifying staff

Certifying staff is authorised to issue the following certificates (providing that all requirements are fulfilled and available)

- Aircraft Release to Service certificate will be issued in accordance with SHT-145 for Turkish registered aircraft listed in the approved scope of work. Refer to 6.2.
- Components repaired, overhauled, modified, inspected, or tested at **DABS** technical shops will be released by issuing EASA FORM 1 certificate based on aircraft type certificate.

### 6.2 Release statement

**DABS** will only issue a certificate of release to service (CRS) for Turkish registered aircraft and its components within the Approval Schedule.

A release to service shall be issued by appropriately authorized certifying staff on behalf of **DABS** according to SHT-145 when he is satisfied that the maintenance has been properly carried out and there are no non-compliances which are known that hazard seriously the flight safety. **DABS** Approval Certificate Reference No. will be used on the release to service documents.

A specific CRS will be used for the maintenance work to be carried out for the Turkish registered aircraft. This CRS shall include following statement:

***'Certifies that the work specified, except as otherwise specified, was carried out in accordance with SHT-145 and in recognition of the organisation's EASA Part -145 approval, and in respect to that work the aircraft is considered ready for release to service'.***

The CRS statement shall include **EASA Part-145 and SHT-145 approval number**.

**In all cases enter beside the statement of release to service:**

- Date of entry,
- Location,
- AMO name and approval;
- Stamp, name, and,
- Signature.

The release to service for line maintenance shall be done by signing the logbook according to the Turkey customer's requirements.

**DABS** shall retain a copy of all detailed maintenance records for three years since the date when the aircraft or aircraft product was released to service by **DABS**.

Whenever the maintenance couldn't be performed in accordance with the work order/contracts, customer will be contacted for further instructions.

### 6.3 Components

Components repaired, overhauled, modified, inspected, or tested at **DABS** technical shops will be released by issuing EASA FORM 1 certificate.

Serviceable component removed from a Turkish registered aircraft is issued with a **SHGM Form 1** i.a.w procedure in the EASA MOE §2.16.5.3.

## 6.4 AOG recovery

When an aircraft is grounded at a location other than the fixed base due to a defect was unexpected and where no approved turkish maintenance organisation is available to issue a CRS for the aircraft type, the following options are available:

### 6.4.1 Aircraft type in SHT-145 Approval Schedule

**DABS** may carry out any defect rectification subject to the need for such work arising only from unserviceability (AOG) of the aircraft or component for which **DABS** is approved at any location provided **DABS** has the appropriate technical data, staff and tools to perform and release required maintenance. The following are possible to correct the discrepancy:

1. A **DABS** certifying staff with rating on his internal authorisation, with appropriate parts, tools and documentation.
2. Any technician with five years maintenance experience and holding a valid ICAO licence rated for the A/C Type requiring certification, using a One-off authorisation - "**SEA Form**".

*Note: "**SEA Form**" (DA-0131) supported by the Maintenance Director, i.a.w Part-145.A.30j(5) and issued by the SQ department shall be sent to the authority for notification in 7 days after the release.*

Details of the qualifications have to be verified by the Quality Department and have to be available at the Office.

### 6.4.2 Aircraft type NOT in SHT-145 Approval Schedule

In exceptional cases, the DGCA could accept aircraft types, maintenance locations that are not in the scope of **DABS's SHT-145** approval but in **DABS's** EASA approval.

A need analysis shall be performed by the DGCA based on **WAB form** and only the applications with a maintenance contract with a Turkish Operator/CAMO shall be taken into consideration.

A letter from the Turkish Operator/CAMO confirming the intention of having maintenance service from the applicant is also acceptable.

## 7 REPORTING OF DEFECTS TO THE COMPETENT AUTHORITIES / OPERATOR / MANUFACTURER

### MOE §2.18

**DABS** has established a Mandatory Occurrence Reporting system in compliance with EASA and will report to the operator, DGCA and type certificate holder (as appropriate) any condition affecting the safety of the operator's aircraft.

**DABS** shall report to Turkish DGCA, the state of registry and the organisation responsible for the design of the aircraft or component any condition of the aircraft or component identified by **DABS** that has resulted or may result in an unsafe condition that hazards seriously the flight safety. The report shall be submitted to Turkish DGCA as soon as practicable but in any case within 72 hours of **DABS** identifying the condition using SHGM FORM 44Y.

As follows:

TO: [reporting@shgm.gov.tr](mailto:reporting@shgm.gov.tr)

CC: [foreign145@shgm.gov.tr](mailto:foreign145@shgm.gov.tr)

### 7.1 Types of occurrence

Occurrences required to be reported are described below:

- (a) Any incident relating to such an aircraft or any defect in or malfunctioning of such an aircraft or any part or equipment of such an aircraft, being an incident, malfunctioning or defect endangering, or which if not corrected would endanger, such an aircraft or its occupants or any other person; or
- (b) Any defect in or malfunctioning of any facility on the ground used or intended to be used for purposes of or in connection with the operation of such an aircraft, being a defect or malfunctioning endangering, or which if not corrected would endanger, such an aircraft or its occupants; or
- (c) Any incident in flight in which the pilot-in-command of an aircraft has reason to believe that the aircraft has been in collision with one or more than one bird; or
- (d) Any dangerous goods accident, dangerous goods incident or the finding or undeclared or mis-declared dangerous goods in cargo or passenger's baggage.

### 7.2 Notification of an occurrence

Each report should contain at least the following information:

- Organisation name and approval reference;
- Information necessary to identify the subject aircraft and/or component;
- Date and time relative to any life or overhaul limitation in terms of flying hours/ cycles/ landings etc. as appropriate;
- Details of the condition, such as adverse trends, corrective actions taken or to be taken by **DABS** to address deficiencies and include evaluation of all known relevant information relating to such occurrences and a method to circulate the information as necessary;
- Any other relevant information found during the evaluation or rectification of the condition.

## 8 CONTRACTED OPERATORS

All maintenance activities/tasks shall be done in accordance with approved operator procedures and in all cases it shall be specified within Maintenance Support Agreement with the operator.

**DABS**, as required for any maintenance organisation has a set of basic work instructions as for an up to date aircraft maintenance in line with pertinent aviation regulations and in favor of a safe and reliable product.

Some Operators have signed a contract with **DABS**, for the maintenance of their Aircraft. They are supported in respect of Base and Line Maintenance in accordance with the requirements of Part 2, L2 and 3 of this MOE and the terms of individual contract.

List of aircraft concerned is described in each agreement signed.

These maintenance contracts are available in the technical office of **DABS**.

## 9 MAJOR AND MINOR REPAIRS

### MOE § 2.9

1-minor repair and modification is acceptable to the DGCA without notification

2-Major repair approved by EASA/FAA or NAA responsible for the Type Design is acceptable to the DGCA with notification

3-Major modification approved by EASA or NAA responsible for the Type Design shall be validated by the DGCA in advance by sending SHGM form 222 and sufficient technical evidence.





EASA Approval Certificate Reference CH.145.0248

## 10.2 Component removed serviceable – SHGM form1

1. Approving Competent Authority / Country <b>Turkish DGCA Türkiye</b>		2. <b>AUTHORISED RELEASE CERTIFICATE SHGM FORM 1</b>		3. Form Tracking Number	
4. Organisation Name and Address		5		ork Order/Contract/Invoice	
6. Item	7. Description	8. Part No.	9. Qty.	10. Serial No.	Status/Work
12. Remarks					
13a. Certifies that 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					
13b. Authorised Signature		13c. Approval/Authorisation Number		14a. <input type="checkbox"/> SHT-145.A.50 Release to Service <input 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 SHT-145 and in respect to that work the items are considered ready for release to service.	
13d. Name		13e. Date (dd mmm yyyy)		14b. Authorised Signature	
				14c. Certificate/Approval Ref. No	
				14d. Name	
				14e. Date (dd mmm yyyy)	
<b>USER/INSTALLER RESPONSIBILITIES</b>					
This certificate does not automatically constitute authority to install the item(s).					
Where the user/installer performs work in accordance with regulations of an airworthiness authority different than the airworthiness authority specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts items from the airworthiness authority 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.					
Doküman No: SHGM.UED.35712805.FR.1		Yürürlük Tarihi: 29/12/2021		Revizyon No – Tarihi: 01 – 12/10/2023	