0 INTRODUCTION

0.1 Content

This edition completely replaces all previous editions.

The term "**Dassault Aviation Business Services SA**" will be use during any EASA Part 145 activity such as on/within Maintenance Work Package, Purchase Orders, invoices, Certification, approved manuals and procedures. The term "**DABS**" will be use in this PROCEDURE.

0.2 Purpose

This procedure describes the required authorisation and privilege to sign off the different maintenance activities within the line and base maintenance under DABS approval (release to service in accordance with EASA and FAA).

0.3 Scope

This procedure is valid for all aircraft maintenance activities (release to service) within the line and base maintenance.

0.4 References

- **Regulation**: EASA Part-66.A.20
- **Regulation**: EASA Part-145.A.50
- MOE (DA-0100)

0.5 Abbreviations and Definitions

0.5.1 Abbreviations

CRS	Certificate of release to service
Tech Log	Flight Technical Log book
HIL	Hold Item list (in relation with MEL)
MEL	Minimum Equipment List
MOE	Maintenance Organisation Exposition

0.5.2 Definition

Electrical system *GM 66.A.20(a)*:

Electrical system means the aircraft electrical power supply source, plus the distribution system to the different components and relevant connectors. Lighting systems are also included.

When working on cables and connectors which are part of these electrical systems, the following typical practices are included in the privileges:

- Continuity, insulation and bonding techniques and testing.
- Crimping and testing of crimped joints.
- Connector pin removal and insertion.
- Wiring protection techniques.

Avionic system *GM 66.A.20(a)*:

Avionics system means an aircraft system that transfers, processes, displays or stores analogue or digital data using data lines, wireless or other data transmission medium, and includes the system´s components and connectors.

Examples of avionics systems include the following:

- Autoflight; Communication, Radar and Navigation;
- Instruments (see NOTE below);
- In-Flight Entertainment Systems;
- Integrated Modular Avionics (IMA);
- On-Board Maintenance Systems;
- Information Systems;
- Fly-by-Wire Systems (related to ATA27 “Flight Controls”);
- Fibre Optic Control Systems.

NOTE:

- Instruments are formally included in the privileges of the B2 licence holders.
- Electro-mechanical and pitot-static instruments are considered to be within the privileges of B1 and B2.

Simple test *GM 66.A.20(a)*:

Simple test means a test described in approved maintenance data (AMM) and meeting **all the following criteria**:

- The serviceability of the system can be verified using aircraft controls, switches, BITE, Central Maintenance Computer (CMC) or external test equipment not involving special training.
- The outcome of the test is a unique “go – no go” indication or parameter, which can be a single value or a value within an interval tolerance.
  No interpretation of the test result or interdependence of different values is allowed.
- **The test does not involve more than 10 actions** as described in the approved maintenance data (not including those required to configure the aircraft for the test, i.e. jacking, flaps down, or to return the aircraft to the initial configuration).
- Pushing a control, switch or button, and reading the corresponding outcome may be considered as a single step even if the maintenance data shows them separated.

Line maintenance (AMC 145.A.10 / 66.A.20a) includes:

The definition of line maintenance is provided in AMC.145.A.10, together with a list of activities which "may" be considered as line maintenance.

The word "may" is used because it is not possible to establish a provision giving a border line between line and base maintenance, having general applicability to all cases.

Based on the above, **DABS** should ensure before any intended maintenance event in Line Stations that the activity can be carried out under its line maintenance scope of approval and does not fall under base maintenance.
An assessment is based on established scope. A description of work considered as line maintenance work is generally described per aircraft type in maintenance programme.
A description of rules applicable in fixed Location is given in DA-0103.

The following provide a guidance / criteria to consider the level of maintenance to be carried out under the line maintenance scope of approval:

- **Trouble shooting, Defect Rectification**, are those unscheduled tasks required for the daily operation of an Aircraft;
- **Component replacement** with use of external test equipment if required. Component replacement may include components such as engines.
- **Scheduled checks***, are those scheduled tasks which includes visual inspections that will detect obvious unsatisfactory conditions/discrepancies but **do not require extensive in depth inspection**. It may also include internal structure, systems and powerplant items which are visible through quick opening access panels/doors
- **Minor repairs and modifications** that do not require extensive disassembly and can be accomplished by simple means.
- **ADs, SBs** may be performed if all requirements are fulfilled and accepted by the SQ department.

* Each tasks intended to be included in the line maintenance scope of work are identified. This assessment is performed, having as reference the MPD. It permits to identify the intended limitation of the line maintenance scope of approval, in terms of scheduled maintenance checks.

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

Example of maintenance activity considered to be Base Maintenance.
When a structured production planning is required or when any of the following tasks is required to be carried out, Cat. C certifying staff and a base maintenance scope of approval are needed.

- *High number of different type of tasks to be carried out, (i.e. a combination of routine task cards, non-routine task cards, scheduled maintenance, out of phase tasks, deferred items from previous maintenance, minor repairs, minor modifications, component replacement, etc.);*
- *Replacement of any major component where the related maintenance procedures clearly address the need of special GSE and/or complex maintenance; (i.e. a full landing gear replacement , simultaneous replacement of two engines);*
- *Any scheduled maintenance task which requires extensive disassembly of the aircraft and/or extensive in depth inspection;*
- *Major repairs and/or major modifications;*
- *Trouble Shooting and/or Defect Rectification requiring special ground support usually relevant to base maintenance (e.g.: special equipment, complex maintenance).*
- *A scheduled maintenance event, which in the planning phase has been already identified as significant in terms of duration and/or man-hours (i.e. an aircraft down time above 5 days and/or above 100 hours of man-hours).*
- *A work package requiring a complex team composition in terms of high Number & Categories (avionic, structure, cabin, NDT qualification and skills, ….) of staff involved per shift.*

Types of maintenance personnel:

- Sign-off authorised personnel, **Sign-off Task**
- AC-Rated staff / Support staff, **Release Task**
- Certifying staff, **Release aircraft or component on CRS**

Sign-off authorised personnel
All maintenance personnel who directly participated have to be recorded his work performance (together with the tasks they participated)

Each task has to be signed-off by authorised personnel + released by AC-Rated staff.
It includes performance and inspection

AC-Rated staff /Support staff:

Each task has to be released by an AC-Rated staff in relation with Category (B1 or B2) and aircraft Type

The AC-Rated staff have ensured and declared that task was performed/inspected to the required standard and by appropriate authorised personnel

Certifying staff:

Each aircraft has to be released by certifying staff in relation with Category (B1 -line- or B1/C -base-) and aircraft Type

- Line- Category B1 certifying staff declared that all maintenance was performed/inspected to the required standard when confident that it was performed/inspected to the required standard by appropriate authorised **certifying staff**
- Base- Category C **certifying staff** has ensured that all the maintenance ordered by the customer has been accomplished or properly deferred.

1 AUTHORISATION / PRIVILEGES

1.1 General

B1 and B2 AC-Rated staff shall ensure that all relevant tasks or inspections have been carried out to the required standard before the certifying staff issues the certificate of release to service.

C certifying staff shall ensure that all work required by the customer has been accomplished during the particular base maintenance check or work package, and shall also assess the impact of any work not carried out with a view to either requiring its accomplishment or to defer such work to another specified check or time limit.

1.2 Certification privileges

Category A:
Part-66.A.20 (a)(1)

The certification privileges are restricted to work that the authorisation holder has personally performed.

It permits the holder to issue CRS after minor line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the certification authorisation.

Category B1:
Part-66.A.20 (a)(2)

It permits the holder **to issue CRS after line maintenance** and **to act as AC-Rated staff** following:

- Maintenance performed on aircraft structure, powerplant and mechanical and electrical systems.
- Work on avionic systems requiring only simple tests to prove their serviceability and not requiring troubleshooting.

Category B2:
Part-66.A.20 (a)(3)

It permits the holder **to issue CRS after line maintenance** and **to act as AC-Rated staff** following:

- maintenance performed on avionic and electrical systems.
- electrical and avionics tasks within powerplant and mechanical systems, requiring only simple tests to prove their serviceability;

Category C:
Part-66.A.20 (a)(5)

It permits the holder to issue aircraft CRS after base maintenance.

Remarks

- It does **not require appropriate licence to carry out** work, rectify defect or trouble shooting. **Signature** is required on task cards for work carried out.
- After work, **Task cards must be released** by **appropriately** "B1" or "B2" or "S" authorised staff depending of the work performed in relation with the **category and the aircraft type**. *(The Staff shall have aircraft type on his internal authorisation)*
- **Aircraft CRS** shall be issued by **appropriately authorised certifying staff** after maintenance or correction activities.
  - "B1" **appropriately AC-Rated staff** for Line maintenance (with aircraft type on his authorisation)
  - "C" **appropriately AC-Rated staff** for Base maintenance (with aircraft type on his authorisation)

1.3 Personnel without licence

Authorisation includes:

- Carry out works i.a.w Task-card and associated procedure.
- Sign off tasks for Work personally performed under supervision.

1.4 "A" authorisation

Authorisation includes:

- Carry out works i.a.w Task-card.
- Sign off tasks for Work personally performed.
- Release Task-card sheets for Work personally performed i.a.w **limited authorisation** given by the SQ department after appropriate formalised task training per aircraft Type.
- Issue release on TechLog / CRS for Work **personally** performed :

1. * **Pre-flight / Post-flight / Daily inspection** i.a.w Customer maintenance programme;
2. * **Check, Servicing and replenishment** of all system fluids and gases; (Engine oil, hydraulic, de-icing fluid, water, fuel tank, tire pressure, accumulators, leak check, fluid integrity);
3. **Cleaning**;
4. **Minor scheduled line maintenance** according to the Maintenance manual limited to:
   - 4.1. * Monthly inspection;
   - 4.2. * Inspection for and removal of de-icing/anti-icing fluid residues, including removal/closure of panels, cowls or covers or the use of special tools;
   - 4.3. * Treatment of fuel system contamination;
   - 4.4. * Perform upload Navigation/FMS data base;
   - 4.5. * Download engine DEEC ECTM;
   - 4.6. APU hours recording;
   - 4.7. Routine inspections / visual checks;
   - 4.8. Routine lubrication and replenishment of system;
5. **Simple defect rectification** i.a.w in the following list:
   - 5.1. * Replacement of wheel;
   - 5.2. * Replacement of wheel brake units;
   - 5.3. Replacement of emergency equipment;
   - 5.4. Replacement of ovens, boilers and beverage makers;
   - 5.5. * Replacement of internal and external lights, filaments and flash tubes;
   - 5.6. * Replacement of windscreen wiper blades;
   - 5.7. * Replacement of passenger and cabin crew seats, seat belts and harnesses;
   - 5.8. Closing of cowlings and refitment of quick access inspection panels;
   - 5.9. * Replacement of toilet system components but excluding gate valves;
   - 5.10. * Replacement of internal compartment doors and placards;
   - 5.11. Replacement of overhead storage compartment doors and cabin furnishing items;
   - 5.12. * Replacement of static wicks/dischargers;
   - 5.13. * Replacement of aircraft main and APU aircraft batteries;
   - 5.14. Replacement of in-flight entertainment system components but **excluding public address**;
   - 5.15. * Draining of the water system / fuelling system;
   - 5.16. * Detection / treatment of fuel system contamination;
   - 5.17. Replacement unit if tasks are simple (replacement and Test) ;
6. * **Use on-board maintenance system** to support diagnostics;
7. **Simple repair** i.a.w SRM, including:
   - Internal compartment doors and placards but **excluding part of a pressure structure**;
   - Storage compartment doors and cabin furnishing items;
8. **Simple procedures** according to the MEL such as pulling and collaring circuit breakers;
9. Any other task **agreed by the authority** as a simple task for a particular aircraft type.

No task which requires troubleshooting should be part of the authorised maintenance actions.

1.5 "B1" authorisation

For B1, the privileges also include acting as "**AC-Rated staff**" (as described in 145.A.30(h)).
Category B1 privileges include "work on avionic systems" (always within the "simple test" provision).
Category B1 privileges do not include avionic troubleshooting.

Authorisation includes:

- All the privileges of "A" authorisation
- Carry out works i.a.w Task-card.
- Sign tasks for Work performed.
- Release "B1"Task-card sheets involving structure, powerplant, mechanical and electrical systems.
- Issue an "EASA Form 1" i.a.w scope of work for parts removed serviceable.
- Issue aircraft CRS in accordance with scope of work for Line maintenance.
- Identify Critical Tasks and required Inspection Procedure (e.g. Dual Inspection).
- Sign Independent /Dual inspection in regards to critical tasks and scope.

Possible additional permissions:

- Release "B2" task-card sheets involving avionic systems, providing the serviceability of the system can be established **by a simple Self-test**.
- Radio contact to ATC during taxiing and / or towing aircraft.
- Engine run up (all power settings).
- Aircraft taxiing.
- Engine Boroscope inspections.
- Pitot Static Leak Check.
- Carry out and/or control colour contrast dye penetrant tests.

Concerning additional authorisations, each staff has to know his scope of authorisation and work accordingly. Authorisation is given by the Quality department after an appropriate training. Record should be retaining in Quality department.

1.6 "B2" authorisation

For B2, the privileges also include acting as "**AC-Rated staff**" (as described in 145.A.30(h)).

Category B2 privileges also include certification of electrical and avionic parts within powerplant and mechanical systems, requiring simple tests to prove their serviceability

Authorisation does not include the privileges of "A" authorisation.

Authorisation includes:

- Carry out works i.a.w Task-card.
- Sign tasks for Work performed.
- Release "B2" Task-card sheets.
- Issue aircraft CRS in accordance with B2 scope of work for Line maintenance.
- Identify Critical Tasks and required Inspection Procedure (e.g. Dual Inspection).
- Sign Independent /Dual inspection in regards to critical tasks.

Possible additional permissions:

- Radio contact to ATC during taxiing and / or towing aircraft.
- Specific avionics tasks on equivalent type of aircraft or similar technology, construction and systems. (it only includes works and inspections, but not release)

Concerning additional authorisations, each staff has to know his scope of authorisation and work accordingly. Authorisation is given by the quality department after an appropriate training. Record should be retaining in quality department.

1.7 "C" authorisation

Authorisation includes:

- Issue aircraft CRS after Base Maintenance.
- Reporting of Unairworthy Conditions.
- Identify Critical Tasks and required Inspection Procedure (e.g. Dual Inspection).

1.8 "S" or “P” authorisation

Authorisation includes:

- Perform tasks i.a.w Task-card.
- Sign "Specialised" tasks for Work performed.
- Release " Specialised " Task-card sheets.
- Release Work-shop report if the work performed is only in the scope of the "S" or “P” authorisation.
- Issue an "EASA Form 1" i.a.w scope of authorisation.
- Sign Independent /Dual inspection in regards to critical tasks and scope.

Even if a "S" or “P” authorisation can release a Work-Order included in a work package it is not permit to a "S" or “P” authorisation to issue an aircraft CRS.

1.9 Technical department authorisation

Authorisation includes:

- Issue task cards from CAMP
- Verify status of documentation.
- Issue a log Book entry.
- Sign Work report.
- Identify Critical Tasks and required Inspection Procedure (e.g. Dual Inspection).

2 WORK (MAINTENANCE/ ALTERATION/MODIFICATION)

DABS ensures that its English-language copy of technical data and any internal documents developed from this technical data are current and complete.
Each person who maintains, performs maintenance, rebuilds or alters an Aircraft, Engine, APU or Part shall make an entry in the maintenance record.

Documentation generated during maintenance (i.e Task cards, procedures, reports, forms) is completed in hard copy format and filed by unique WO number given by the Quantum system.

2.1 Responsibility

All maintenance personnel who directly participated to the work have to be recorded the tasks they carried out. Recording is performed on task card and attached procedure.
Different types of maintenance personnel are:

- **Technician** is responsible to **Sign-off Task** carried out in task cards, procedures, WDS and shop reports if appropriate
- **AC-Rated staff**, who acts as inspector, is responsible to **release work carried** out in each the Task card. The **AC-Rated staff** have ensured and declared that task was performed/inspected to the required standard and by appropriate personnel
- **Team leader**, who acts as supervisor, is responsible to directs and oversees the work performed during an assigned maintenance project. He ensures tasks are performed i.a.w established work order, using established standards and data
- **Certifying staff**, who is in charge to **release Aircraft or Part on CRS.**

For Line maintenance works and unscheduled maintenance, the Certifying staff acts as supervisor. He should ensure that all maintenance was performed/inspected to the required standard. He will release CRS when confident that it was performed/inspected to the required standard by appropriate personnel. He is in charge to perform final inspection.

For Base maintenance, a **Team leader** acts as supervisor. The Certifying staff has ensured that all the maintenance ordered by the customer has been accomplished or properly deferred.

2.2 Work records

2.2.1 General

Maintenance works performed shall be documented in task card and associated technical data.
The following shall be completed in the task card:

- "Action taken" in box 3.1
- “Performed By” in box 3.2
- and “Inspected By” in box 3.3
- “Part Installation/removal” in box 5
- "Released By" in box 6
- "Verified By" as appropriate and only during scheduled maintenance in box 8
- "Critical task/Independent inspection” as appropriate

2.2.2 Associated technical data/procedure

For scheduled maintenance, the procedures required by the maintenance program to perform the work will be printed and status verified by the technical department. Procedure will be provided with the Task card.

For troubleshooting, unscheduled maintenance or defect correction, procedures necessary to work shall to be printed from the company server by the technician. The technician shall check if the printing date is well indicated on the printed procedure (done automatically by the printers inside the hangar). If not, the technician shall stamp and handwrite the date on the procedure.

2.2.3 Work Sign-off (task cards and associated technical data)

"Action Taken" box 3.1 shall describe work performed that is understandable and legible, of what took place to correct or satisfy the request/discrepancy, including documentation of applicable data used (reference and revision).

A description of work performed is entered for each single line by the Technician in the “Action Taken” box 3.1.
Each single line shall require the technician’s signature and stamp with date in the “Performed By” box 3.2. Sign off indicates compliance of the work performed

Additionally, the associated technical data/procedure shall be completed by the technician during the work to indicate step of work performed.

When work is stopped shall be indicated by a line directly in the procedure indicating where the work has been stopped followed by the technician’s signature, stamp and date.

After work, the "Action taken" will be completed and signed off by the technician’s stamp/signature in the “Performed By” box 3.2.
Sign off in the “Performed By” box 3.2 indicates that the technician has performed the described maintenance action. Additionally by signing this box, the technician has determined that all maintenance tasks have been completed and properly performed, requirements necessary to correct the discrepancy have been met, that all acceptable/approved data required has been utilized and documented, and that the work performed is ready for an inspection.
Date is required to indicate when action has been completed. Date is not required in case of administrative task (travel, creation of PO, shipping of Parts, ...)

2.2.4 Alterations Sign-off

In the case of major repairs or major alterations the GACA Approved Data used to provide for the repair or incorporate the alteration must be listed for proper sign off.

The action taken shall include a description of the repair or alteration, the data used to provide for the repair or incorporate the alteration and the GACA Approval Basis.

2.2.5 Troubleshooting

Discrepancies requiring trouble shooting to verify a discrepant condition will require a description of work performed in “action taken” box 3.1.

Upon successful completion of a check, the **AC-Rated staff** that performed / witnessed the check shall sign off the “Released By” box 6 with a signature, stamp and date.

2.2.6 Check

The “Performed by” box 3.2 will be signed off by the individual performing or witnessing the check. Check may be accomplished by actual performance, simulated with test equipment, flight evaluation or flight test.

When a maintenance task is performed with a check to be performed at end of the maintenance**,** the check is usually documented separately.
In this case a single line is entered by the Technician in the “Action Taken” box 3.1 to refer the new task order created for the functional, operational or leak check.

2.2.7 NDT

Discrepancies requiring a visual or NDT inspection, will be signed off by the appropriately qualified technician in the “Performed By” box 3.2.
“Released By” box 6 will be signed by an **AC-Rated staff**.

2.2.8 Additional works

If additional work is to be transferred to another task card, it must be documented in the “Action Taken” box 3.1 of the originating task card that the work has been transferred.
This documentation must include the new task number of the task card it has been transferred to.

2.2.9 Work Inspection

Inspection of maintenance or alterations may be accomplished by physical inspection, by ensuring that a series of signatures meets the requirements for correcting a discrepancy or incorporating an alteration or by a combination of both methods.

Inspectors will indicate acceptance of the work performed by affixing their stamp/signature and date on the “released by” box 6.
Sign off in the “Released By” box 6 for actions made up indicates that the inspector has reviewed the action taken by the technician, has determined that all requirements necessary to correct the discrepancy have been met, that all acceptable/approved data required has been utilized and documented and that the work is approved for return to service with respect to the work performed.
He may not have necessarily included an actual witnessing of the work.
Inspection is performed by the **AC-Rated staff**.
Inspector may inspect their own work performed.

In case of inspection is performed by authorized staff* and formalised by a signature in “inspected by” box 3.3, an additional inspection is not required by the **AC-Rated staff**.

Authorized staff is an inspector in dedicated area (sheet metal, interiors, paint, avionics, mechanics or electrics) as described in the roster. An **AC-Rated staff is considered as inspector.*

2.2.10 Part removal/change

Maintenance required removal of a serialized Part associated with the request/discrepancy will be entered on the “Part Installation/removal” box 5.

Upon removal of any Part, the technician removing the Part shall perform a General Visual Inspection (GVI) of the removed Part, and any panels removed to gain access to the Part, for defects.
A technician signature/stamp and date indicates that a General Visual Inspection (GVI) of the removed article has been accomplished and the Part was removed in a serviceable condition without noted discrepancies, unless otherwise documented.
If defects are noted, a new task order shall be generated to correct any discrepancies.

***Note:** A technician entry for removal of any Part does not require a supporting inspector signature/stamp.*

2.2.11 Additional page for work performed

Action taken or material information requiring additional space is continued on an additional task card (same reference and numbered 2/2. First page will indicate "see next page"
In this case the “Released By” box 6 of the task card shall be signed or completed with “See next page”.
All sign-offs will be done on the “Performed By” box 3.2.

2.2.12 Work supervising

The “Verified by” box 8 may only be signed off by the **Team leader** who act as Supervisor for base scheduled maintenance.
Sign off is with signature, stamp, after the action is completed, inspected, and functionally tested, as required.
Sign off in “Verified by” box 8 indicates the task card is complete and accurate.
If the **Team leader** is also the inspector for the work performed, this case will not be signed.

2.2.13 Error

Pens with black or blue ink are authorized for use on the form.
Note: Name and license number may be used in place of the stamp.
If an error is made on paperwork, the correct procedure to reconcile the mistake is to draw a single line through the error and place correction, name or stamp and date along side (if date or person is different from the enter already performed).
Do not scratch out, use correction fluid or obliterate the error.

2.3 Release to service

IMPORTANT: The CRS is the official aircraft release to service.

A Log book entry with only main maintenance must be inserted into the Log book (Aircraft, Engine(s) and APU as appropriate). Reference to WO must be included.
(Release to service on this sheet is not required due to WO release)

A maintenance entry and reference to WO must be inserted into the flight Technical Log.

Meaning of Certification of Maintenance:

A certificate of release to service must be issued by appropriately authorised certifying staff on behalf of the approved maintenance organisation when satisfied that all maintenance required by the customer of the aircraft or aircraft component has been properly carried out by the approved maintenance organisation in accordance with the procedures specified in the MOE and Supplement, if appropriate, taking into account the availability and use of the approved maintenance data.

Work-order release:

For maintenance works to be performed, a WP is constituted by:

- "Work Package Summary"
- "Certificate Release to Service"
- "Log book entry"

The **Team leader** is required to check that each individual task card is properly filled and signed.

The technical department is required to check that WO is properly filled and signed off.

The Work-package Summary has to be completed by marking each task with its status (closed/open/not performed).

Any additional task added during the execution of the Work, as well as any task opened on the last flights must be added.

If the Work Package review is satisfactory, the appropriate Certifying Staff must sign off "Certificate Release to Service" which includes:

- Signature of the authorised certifying staff
- Authorisation number of the certifying staff
- Date of release of the aircraft

In accordance to paragraph 145.A.30 (h), Certifying Staff does not need to sign off all tasks nor need to be authorised to do so, as he manages and organises parts of the work and supervises completion and interfaces between individual tasks and may carry out some of the tasks themselves
It is not possible to release work on aircraft if the certifying staff does not have the proper rating.

Note: Exceptionally, outside Geneva, using SEA procedure, a certifying staff could be authorised to release an aircraft for which he does not have the rating when the work was carried out on a system that is equivalent as that on an aircraft for which that he does hold a rating. Refer to SEA.

3 DOCUMENTS

Refer to DA-0110

- Technical Log System
- EASA Form 1
- Work-report
- Work-Package Summary Sheet
- CRS (Certificate of Release to service)
- Log Book entry

1.1 **Request:**

05-06-00-200-600-31 C INSPECTION

Ref

2.1 **Task#: 31**

2.2 **WP#: 41079**

v22.1

TAG Maintenance Services

2.3 **Raised by:** CROBE	2.4 **A/C Type:** FALCON 900 EX EASy
9 **Verified by:** *(if TL not CS)* *By TLeader/TechServ/MCC (Stamp)*	2.5 **Reg.:** LX-GLD
	2.6 **S/N:** 211
	2.7 **Customer:** GLOBAL JET LUXEMBOURG S

For Tools

2.8 **Code:**	2.9 **ATA:** 05	2.10 **Task Type:** 0 - INSPECTION AC PACKAGE	2.11 **FDF Item:**
2.12 **Origin Task:**	2.13 **Ref to Additional Task:**		

3.1 **Action Taken** *(Describe task performed with Ref. of procedure used - AMM/EMM xx-xx)* One step for **Removal** , **Accomplishment** , **Reinstallation** , **Test** Attached procedure shall be completed and signed by staff performing work. **Indicate Reference of Calib, Tools when used** *Indicate Rev of MM used.*	3.2 **Performed by** *(Date, Stamp & Sign)* *(Date is i.e. 29 Feb 2019)*	3.3 **Supervised / Inspected by** *(Date, Stamp & Sign) Specialist or rated staff* *if relevant*
Calib. Tool xxx:	Date (dd mmm yyyy):	Date (dd mmm yyyy):
Calib. Tool xxx:	Date (dd mmm yyyy):	Date (dd mmm yyyy):
Calib. Tool xxx:	Date (dd mmm yyyy):	Date (dd mmm yyyy):
Calib. Tool xxx:	Date (dd mmm yyyy):	Date (dd mmm yyyy):

4 **RII / Independent inspection** **(before Task release)** *Describe inspection performed:*	By **Independent Staff** *(not release staff)* Stamp / Sign / Date *Time if appropriate*

5 **Parts Installation / Removal (Serialised Parts)**

5.1 *Description*	5.2 *P/N*	5.3 *S/N Off*	5.4 *S/N On*

6 **Released By** rated Support Staff (SS): **Stamp / Sign:** **Date** (dd mmm yyyy): *(Date is i.e. 29 Feb 2019)* *Release in last page*	7 **Error capturing Method** **(if critical)** ☐ *RII/Independent inspection (box 4)* ☐ *Different staff on identical tasks* ☐ *Inspection/Reinspection (one staff) (box 3)* ☐ *Run / Ops / Funct check (box 3)* *Refer TASK*	8 **Data Used:** Name F900EXy FIELD 5

10 **Page** ___/___