

Serial No. 835

KCAA form AIR - 008



KENYA CIVIL AVIATION AUTHORITY
Approved Maintenance Organisation (AMO)
Certificate

This certificate is issued to..... *my TECHNIC MRO SERVICES*
.....
(MRO TECHNIK SERVICE SAN & TIC. A.S)

Whose business address is *SABIHA GOKCEN INTERNATIONAL AIRPORT,*
.....
34912 KURTKOV, PENDIK -ISTANBUL, TURKEY

Upon finding that this organisation complies in all respects with the requirements of the Kenya Civil Aviation Regulations in force, relating to the establishment of an Approved Maintenance Organisation and is empowered to operate an Approved Maintenance Organisation.

Under authority reference;

F /074
No. K/AMO/

With the limitation ratings as per the Specific Operating Provisions (SOPs)

Issued on this..... *15TH*.....Day of..... *APRIL*..... 20 *11*.....

To expire on..... *14TH*.....Day of..... *APRIL*..... 20 *12*.....

Signature.....

..... Director General

This certificate is not transferable.





FORM: AC-AWS006A

KENYA CIVIL AVIATION AUTHORITY

July 2008

AMO SPECIFIC OPERATING PROVISIONS (SOPS)

Name of Organization: **my TECHNIC MRO SERVICES**

Certificate No. **K/AMO/F/074**

Expiry Date: **14TH APRIL, 2011**

The Certificate Holder is approved in the following Ratings and Limitations

1. RATINGS AND LIMITATIONS (AMO Reg. 11)

Rating	Limitation
<i>Airframe Class 2</i>	<i>Airbus A319/ A320/ A321</i>
<i>Power plant Class 3</i>	<i>CFM56 V2500</i>

2. LIMITED RATINGS (AMO Reg. 12)

Ratings	Manufacture	Make/Model	Capability	Limitations
<i>Airframe Class 2</i>	<i>Airbus</i>	<i>A319/ A320/ A321</i>	<i>As per approved AMO scope of work.</i>	<i>Base & Line Maintenance - up to 'C' check</i>
<i>Power plant Class 3</i>	<i>CFM International International Aero Engines</i>	<i>CFM56 V2500</i>	<i>As per approved AMO scope of work.</i>	<i>Line Maintenance Turn around checks & LRU replaceable units</i>
<i>Accessories Class 1</i>	<i>Refer to approved capability list</i>	<i>Refer to approved capability list</i>	<i>As per approved AMO capability list</i>	<i>As per Manufacturers Overhaul Manual</i>

3. SPECIALISED SERVICE (RATINGS (AMO REG. 12))

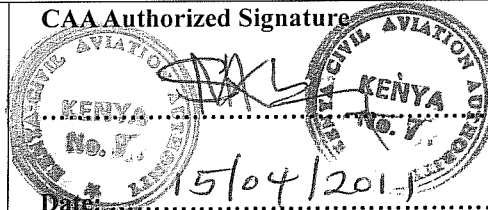
Rating	Specifications	Limitations
<i>NDT</i>	<i>Magnetic Particle</i>	<i>In accordance with Approved</i>
	<i>Liquid penetrant</i>	<i>Procedures and Instructions</i>
	<i>Ultrasonic</i>	
	<i>Eddy Current</i>	
	<i>Radiography</i>	

AMO Authorized Signature

CAA Authorized Signature

Date:

Date: **15/04/2011**




CONDITIONS and APPLICABILITY

1. This approval is limited to those specified in the scope of approval of the approved Maintenance Procedures Manual (MPM) or Maintenance Organisation Exposition (MOE) of **my TECHNIC**.
2. This approval requires compliance with the procedures specified in the approved Maintenance Procedures Manual in accordance with Kenya Civil Aviation (AMO) Regulation 26.
3. Parts intended for Kenya Registered aircraft shall be released by a Certificate of Release to Service in accordance with Airworthiness Regulation 26 and AMO Regulation 29, 31 of the Kenya Civil Aviation Regulations.
4. This approval is valid whilst the approved maintenance organisation remains in compliance with the Kenya Civil Aviation (AMO) Regulations, 2007 in accordance with AMO regulation 9 and approval issued by KCAA is valid.
5. Except in so far as the approved Maintenance Procedures Manual otherwise permits, the holder of this Approval shall not furnish reports on work done, or issue certification under the terms of this Approval unless the work reported has been carried out at the following address:

**my TECHNIC,
Sabiha Gocken International Airport,
34912 Kurtkoy, Pendik – Istanbul,
Turkey**

6. The Specific Operating Provisions (SOPs) should be signed upon receipt by the Accountable Manager or designate. The approval is vested upon the Accountable Manager and any changes as stipulated in the Kenya Civil Aviation (AMO) Regulation 10 should be notified to the Kenya Civil Aviation Authority.
7. The approval is vested upon the Accountable Manager and any changes as stipulated in the Kenya Civil Aviation (AMO) Regulation 10 should be notified to the Kenya Civil Aviation Authority.
8. This Approval may be invalidated during any period exceeding thirty (30) days in which the holder is in default of fees payable in respect thereof.
9. Subject to compliance with the foregoing conditions this approval is valid twelve (12) months up to **14th APRIL 2012** unless surrendered, superseded, suspended or revoked. The holder shall apply for renewal or variation at least sixty (60) days in advance.
10. The Director General of Kenya Civil Aviation Authority reserves the right to amend, alter these Specifications at any given time should circumstances warrant such.


STANLEY KIBUNJIA
For: **DIRECTOR GENERAL**

(Note: Two circular stamps from the Kenya Civil Aviation Authority are visible behind the signature and name.)

KCAA/7/272

1st April, 2011

REF: MRO Teknik Servis San & Tic. A.S - AMO INSPECTION REPORT

Date of Inspection

The Inspection was carried out on 28th and 29th March, 2011

Organization address

The AMO facilities are located in Sabiha Gokcen International Airport, Istanbul Turkey. Here below is the postal address:

MRO Teknik Servis San & Tic. A.S,
Sabiha Gokcen International Airport,
34912 Kurtkoy, Pendik – Istanbul,
Turkey

Auditors

The inspection was carried out by:

Mr. Stanley Kibunja	- Chief Airworthiness Inspector	- KCAA
Mr. Stephen Gichuki	- Airworthiness Inspector	- KCAA
Mr. Emille Arao	- Director of Safety	- One Jet One Airways

AMO personnel assisting in the inspection were:

Mr. Ekrem Bayhan	- Quality lead Auditor	- my Technic
Mrs. Aysegu Konul	- Calibration Laboratory Supervisor	- my Technic
Ms. Pelin Oksan	- Assistant Quality Auditor	- my Technic

Objective

The inspection was carried out for the issuance of KCAA AMO approval following the application by MRO Teknik Servis San. & Tic. A.S. also trading as my Technic Aircraft MRO Services to provide maintenance support for One Jet One Airways fleet which will consist of Airbus A319 /A320 aircraft.

Type of Aircraft Maintenance Organisation

My Technic carries out Line Maintenance up to 'A' Checks and Base Maintenance up to 'C' Checks, including specialized activities such as NDT, structural inspections, CPCP ageing aircraft program for Aircraft within its scope of approval. It carries out Line Maintenance for ACT Cargo and has a Line station at Ataturk International Airport, Istanbul.

Audit Observation

1. Organization's Management and approval status

All Key management personnel as per the organisation structure are holders of EASA Form 4, other post holders are qualified, adequately trained and experienced. The AMO currently holds Turkey DGCA, EASA, JAA approvals plus a several other CAA approvals.

The approved Maintenance Organisation Exposition (MOE) and Training Manuals are in digital format, copies of which are accessible thro their Intranet .

2. Facilities

The organization has adequate Hangar workspace at Sabiha Gokcen International Airport, Istanbul which can accommodate 10 narrow body sized aircraft/ 8 wide body aircraft up to the size of Airbus 300 - 600. The facility has:

- i. Adequate office space for the Management personnel and Technical Records
- ii. Docking stations, lifting/ calibration/ specialized plant processes tools & equipment,
- iii. Specialized Tool stores with controlled tool issuing procedure and practice
- iv. Well arranged, equipped and segregated of material, part in component Stores
e.g. Battery, Engine and Brake Shops
- v. Sufficient staff amenities including washrooms, recreational areas, dining hall
- vi. Adequate waste disposal utilities

3. Certifying staff , Technical Personnel and Training

The aircraft maintenance certifying staff holds appropriate Turkish DGCA Licences and/ or an internally issued company authorization. The AMO has Technical Training Section with an EASA 147 approval which in conjunction with the Engineering planning department provides aircraft type training courses, recurrent Human Factors & Regulatory courses to its approximately 350 staff. The personnel training /authorization validities are controlled and monitored by the Quality Department.

4. Calibration

The company has a well setup calibration laboratory with limited capabilities; it uses accredited calibration centers on the specialized digital tools and equipment. The tracking of tools, equipment calibrations and the calibration list is updated in the Fly Ant computer program by Calibration personnel. All company tools requiring calibration were found to be satisfactorily calibrated and appropriately marked.

5. Internal Audits

The company has an internal quality audit and a computer based Incident/Accident reporting system which is used across the company. Reports were available for review from any networked computer for monitoring investigations progress to completion.

6. Technical library

The library uses digital manuals as the main source of information for Aircraft Maintenance and is updated on regularly by the Engineering Department. The Maintenance personnel have given direct access to the Aircraft and Engine manufacturer's sites for currency verification of all maintenance documents but mostly use what is uploaded to the company server by the Engineering personnel.

The ADs/SBs handling procedure is in place being tracked by the Personnel in charge of the Technical in the Engineering Department for evaluation and distribution to the relevant production areas for embodiments and the procedure is well documented in the MOE.

7. Records Library

Technical records were found to be in order and kept in a restricted area with and fire extinguishers readily available for use in case of any fire outbreaks.

8. Technical Materials and Stores

The facility has got well organised goods receiving area, quarantines stores and a goods issuing system which is also documented in the MOE.

9. Summary/Conclusion

It was observed that my Technic AMO is well managed with an established culture of responsibility by all staff.

Few observations that require attention were:

- a) The KCAA Special Condition Supplement should be developed, submitted for approval
- b) KCAA should be included in the Distribution List of the current MPM.
- c) Quality Assurance department can access the KCAA web site by needs to keep continuing Airworthiness information such as AICs and 'A' and 'B' Notices
- d) The engineers tool kit control procedures/ missing tool procedures.

In conclusion, we recommend that my Technic Air AMO be granted approval to carry out Maintenance on Kenyan registered Aircraft as per the Specific Operation Provisions for a period of twelve (12) months from 15th April 2011 to 14th April 2012.

Compiled By

Sign.....

Stephen Gichuki
Airworthiness Inspector – KCAA

Sign.....

Stanley Kibunja
Chief Airworthiness Inspector - KCAA

