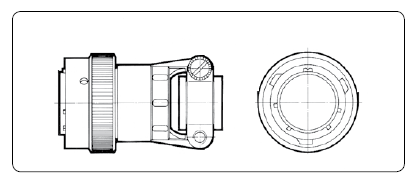
**DR1 – Document réponse 1**

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|  | | | | | **FICHE de TRAITEMENT AD/SB/SL** | | | |
|  | | | | | | | | |
| Informations générales | | | | | | | | |
| 🞏 **ASB**  🞏 **SB** 🞏 **SL**  N° \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | | | | | 🞏 **AD/CN**  Référence : \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Date d’émission : \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Révision : \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | |
| Priorité | 🞏 Mandatory  🞏 Recommandé  🞏 Optionnel | | | | |
| Objet : | | | Indicateur HSI KI 525A | | | | | |
| Applicabilité : | | |  | | | | | |
| Date d’entrée en vigueur : | | |  | | | | | |
|  | | | | | | | | |
| Analyse AD / SB / SL | | | | | | | | |
| MSN | | Applicable | | Description | | | Échéance | Répétitive |
|  | | 🞏 Oui 🞏 Non | | Création d’un shunt (U) entre les bornes S (OBS B) et a (OBS C) du connecteur P2 de l'indicateur HSI KI 525A… | | |  | 🞏 Oui 🞏 Non  Si oui,  fréquence : |
|  | | 🞏 Oui 🞏 Non | |
|  | | 🞏 Oui 🞏 Non | |
|  | | 🞏 Oui 🞏 Non | |
|  | | 🞏 Oui 🞏 Non | |
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|  | | 🞏 Oui 🞏 Non | |
|  | | 🞏 Oui 🞏 Non | |
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| Analyse économique | | | | | | | | |
| Qualification du technicien : 🞏 B1 🞏 B2 🞏 B3 Nombre de technicien : …………  Main d’œuvre : ………………….. | | | | | | | | |

**DR2 – Document réponse 2**

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| **851** | **06** | **RC** | **20** | **39** | **P** | **50** |

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| Connecteur Série 851 | Connecteur équipé d’une fiche droite sans bague de blindage | |  | Le boitier du connecteur a une taille 20 | | Arrangements des contacts 2 contacts Ø gauge 16  37 contacts Ø gauge 20 | | | Contacts dorés, toutes tailles à sertir | |

**DR3 – Document réponse 3 (feuillet 1/4)**

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|  | TITLE Modification cÂblagesuivant asb 34.00.13 | MPD-TASK-REF AMM 34-00-00,4-1 | | |
| DURÉE / WORKING TIME  0,5 heure | | |
| SKILL | ACESS |
|  | | |  |  |
| Documents applicables Informations essentielles  Cette procédure est éditée conformément au mode opératoire décrit dans ASB n°34.00.13. Informations générales Informations essentielles  Cette procédure s’applique uniquement aux appareils dont la configuration est décrite ci-dessous :   * **L’indicateur HSI est couplé avec une unique installation de navigation.** * **La référence du connecteur P2 est : 851 06 RC 20 39 P 50**  Outillages spéciauxOutil d’extraction :Pour les contacts de #20 : Référence : ………………………………Outil d’insertion :Pour les contacts de #20 : Référence : ………………………………Outils de sertissage :Pour les contacts de #20 :Référence de la pince : ………………………………Référence du positionneur : ………………………………Outils de serrage / desserrage : *Référence du support de serrage :* ……………………  *Référence de la clef à sangle pour serrage :* ……………………   * *Outil de test de rétention :* * *Outil OCE20* | | |  |  |

**DR3 – Document réponse 3 (feuillet 2/4)**

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| Procédure **ATTENTION**  AVANT DE COMMENCER UN TRAVAIL SUR LES CIRCUITS ÉLECTRIQUES S'ASSURER QUE :   * ………………………………………………………………………………………… * ………………………………………………………………………………………… * LA PRISE DE PARC EST DÉCONNECTÉE, * LA BATTERIE EST DÉCONNECTÉE, * L'HÉLICOPTÈRE EST CORRECTEMENT RELIÉ À LA MASSE.   **ATTENTION**  PENDANT DES ESSAIS NE JAMAIS ENLEVER UN FUSIBLE SANS AVOIR PRIS LA PRÉCAUTION DE METTRE L'HÉLICOPTÈRE HORS TENSION.  **ATTENTION**  LES DISJONCTEURS QUI SE DÉCLENCHENT LORS DU FONCTIONNEMENT D'UNE INSTALLATION NE DOIVENT PAS ÊTRE MIS EN OEUVRE SANS DÉPANNAGE DU CIRCUIT DÉFAILLANT.  **NOTA**  Lors d'une intervention sur la planche de bord, s’assurer de l'absence d'interférence entre les faisceaux électriques et le capotage (casquette et visière intérieure) (**20-80-20-441 MTC**) et paragraphe “Vérification visuelle des installations électriques et électroniques et leurs protections mécaniques” (**20-07-03-408 MTC**).   1. *Ouvrir les accès.* 2. ***Installer les protections des faisceaux électriques.***   Suivre la procédure : MTC 20-80-20-449 : Protection cÂblages Électriques lors opÉrations de maint*.*   1. ***Installer les protections des faisceaux électriques.***   Suivre la procédure : MTC 20-80-20-449 : Protection cÂblages Électriques lors opÉrations de maint*.*   1. ***Installer les protections des faisceaux électriques.***   Suivre la procédure : MTC 20-80-20-449 : Protection cÂblages Électriques lors opÉrations de maint*.*   1. ***Déposer l’indicateur HSI KI525A.***   Suivre la procédure : AMM 34-00-00,4-1 : Dépose / Pose - Équipements de navigation sur panneaux de signalisation et de commande – Navigation.   1. ***Déconnecter le connecteur P2.*** |  |  |

**DR3 – Document réponse 3 (feuillet 3/4)**

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| 4G. ***Procéder à la modification du câblage.***   * + - *Défaire le serre-câble.*     - *Déconnecter le connecteur P2.*     - *Contrôler si la borne S a été isolée ou non.*   ***Deux cas possibles pour HSI couplé à une unique installation de navigation***  ------------------------------------------ Début du cas 1  ----------------------------------------  …………………………………………………………………………………………………………  …………………………………………………………………………………………………………  …………………………………………………………………………………………………………  ………………………………………………………………………………………………………… *Déposer les colliers de fixation sur la cellule et les obturateurs des alvéoles.**Enlever le frettage du faisceau de HSI KI252A.* Suivre la procédure : MTC 20-80-20-402 : *DÉpose / Pose des colliers de frettage.* *Installer un shunt (U) entre les bornes S (OBS B) et a (OBS C) du connecteur P2 de l'indicateur HSI KI 525A.* Suivre les procédures :     * **MTC 20-80-20-101 :** MÉthode et outils d’insertion et d’extraction des contacts * **MTC 20-80-20-407**: OUTILS ET PROCÉDÉS ASSOCIÉS AU DÉNUDAGE DES CÂBLES * **MTC 20-80-20-433 :** Sertissage des prolongateurs sur cÂbles non blindÉs * **MTC 20-80-20-604 :** ContrÔle du Sertissage des contacts |  |  |

**DR3 – Document réponse 3 (feuillet 4/4)**

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| Le shunt doit être réalisé au niveau des contacts repérés en ROUGE.  *Arrangement des contacts du connecteur P2*   1. ***Réaliser le test de rétention.***   Suivre la procédure : MTC 20-80-20-501 : TEST DE RÉTENTION DES CONNECTEURS MIL - DTL-26482G série 1, NFC 93422, HE 301B, VG 95328. *Réaliser le test de continuité entre les deux bornes du connecteur P2.*  1. ***Réaliser le test d’isolement de chacune des 2 bornes du connecteur P2.*** 2. ***Assembler le connecteur P2.***   Suivre la procédure : MTC 20-80-20-404 : METHODE DE SERRAGE / FREINAGE / DESSERRAGE DES RACCORDS ARRIERE.   1. ***Fretter le faisceau de HSI KI252A.***   Suivre la procédure : MTC 20-80-20-402 : DÉpose / Pose des colliers de frettage   1. ***Connecter le connecteur P2 de l’indicateur HSI KI252A.*** 2. ***Poser les colliers de fixation sur la cellule***   Suivre la procédure : MTC 20-80-20-402 : *Dépose / Pose des colliers de frettage*  ------------------------------------------ Fin du cas 1  ----------------------------------------  ------------------------------------------ Début du cas 2  ----------------------------------------  Si la borne S (OBS B) du connecteur P2 de l'indicateur HSI KI 525A est câblée, l'installation fonctionne en 400Hz. Laisser en l’état.   * ***Connecter le connecteur P2 de l’indicateur HSI KI252A.***   ------------------------------------------ Fin du cas 2  ------------------------------------------- Reposer l’indicateur HSI KI525A. Suivre la procédure : AMM 34-00-00,4-1 : DÉpose / Pose - Équipements de navigation sur panneaux de signalisation et de commande – Navigation Une série d’autres étapes permet de clore l’intervention du technicien. |  |  |

**DR4 – Document réponse 4**

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|  | | | | **WORKPACKAGE**  **N° PSV 03842881**  *ROUTINE CARDS* | | | | | | | | | | | | |
| A/C : F-EVAS MSN: 4498 INPUT  DATE : 27/03/2023 | | | | | | | | | | | | | | | | |
| **ITEM** | **TASK CARD** | | **ATA** | | | **TYPE** | | **SKILL** | | **INSP.** | | **NRC** | | **DEFERRED** | **AUTHORIZED PART 145 CERTIFYING STAFF STAMP** | |
| 1 |  | | 05 | | | VP | | X | | X | | X | | X | X | |
| Inspection programmée 150 heures 12 mois CELLULE | | | | | | | | | | | | | |
| 2 |  | | 05 | | | VP | | X | | X | | X | | X | X | |
| Inspection programmée 150 heures CELLULE | | | | | | | | | | | | | |
| 3 |  | | 05 | | | VP | | X | | X | | X | | X | X | |
| Inspection programmée 12 mois CELLULE | | | | | | | | | | | | | |
| 4 |  | | 05 | | | VP | | X | | X | | X | | X | X | |
| Inspection programmée 600 heures 24 mois CELLULE | | | | | | | | | | | | | |
| 5 |  | |  | | |  | | X | | X | | X | | X | X | |
|  | | | | | | | | | | | | | |
| 6 |  | |  | | |  | | X | | X | | X | | X | X | |
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| 7 |  | |  | | |  | | X | | X | | X | | X | X | |
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| 8 |  |  | | |  | | X | | X | | X | | X | | X |
|  | | | | | | | | | | | | | | X | |
| 9 |  |  | | |  | | X | | X | | X | | X | | X |
|  | | | | | | | | | | | | | | X | |
| 10 |  |  | | |  | | X | | X | | X | | X | | X |
|  | | | | | | | | | | | | | | X | |
| 11 |  |  | | |  | | X | | X | | X | | X | | X |
|  | | | | | | | | | | | | | | X | |

**DR5 – Document réponse 5**

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|  | | | **WORKPACKAGE**  **N° PSV 03842881**  *ADDITIONAL WORK* | | | | | | |
| A/C : F-EVAS MSN: 4498 INPUT  DATE : 27/03/2023 | | | | | | | | | |
| **ITEM** | **TASK CARD** | **ATA** | | **TYPE** | **SKILL** | **INSP.** | **NRC** | **DEFERRED** | **AUTHORIZED PART 145 CERTIFYING STAFF STAMP** |
| 1 |  |  | |  | X | X | X | X | X |
|  | | | | | | | |
| 2 |  |  | |  | X | X | X | X | X |
|  | | | | | | | |
| 3 |  |  | |  | X | X | X | X | X |
|  | | | | | | | |
| 4 |  |  | |  | X | X | X | X | X |
|  | | | | | | | |
| 5 |  |  | |  | X | X | X | X | X |
|  | | | | | | | |
| 6 |  |  | |  | X | X | X | X | X |
|  | | | | | | | |
| 7 |  |  | |  | X | X | X | X | X |
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**DR6 – Document réponse 6**

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|  | | | | **COMMANDE N°** | | | | 356 |
| * **Normal** *(réception sous 5 jours ouvrés)* * **Critique** *(réception sous 48 heures)* * **AOG** *(réception sous 24 heures)* | | | | | Le : \_\_\_\_\_3 avril 2023\_\_\_\_\_\_\_\_\_\_ | | | | | |
| WP linked : N° PSV 03842881 | | | | | | | | | | |
| Fournisseurs : | | | | | | | | | | |
|  | | |  | | | |  | | | |
| Référence fournisseur  ou  PART Number | | Désignation | | Quantité | | Coût unitaire | | Montant | | |
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| Livraison : | | | | | | | | | | |
| Type de livraison :   * Avion * Bus * Train * Voiture | | | | | Coût de livraison : | | |  | | |
| **TOTAL  :** | | | | | | | |  | | |

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Justification du choix de fournisseur : ………………….…………………………………………………….

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**DR7 – Document réponse 7**

**ETAT DES VISITES CELLULE**

**Visites programmées**

**Situation au 05/04/2023** Heures de vol : 2290.44

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| **TYPE DE VISITE CELLULE**  **FH : heure de vol**  **M : mois** | **CARTE N°** | **DERNIERE INTERVENTION** | | **HEURES ET DATES**  **BUTEES SANS TOLERANCE.** | | **TOLERANCE** | | **POTENTIEL RESTANT**  **AVEC TOLERANCE** | |
| **HEURES** | **DATE** | **FH//D** | **DATE** | **HEURES** | **TEMPS** | **HEURES** | **JOUR** |
| 150 FH // 12 M | 1 | 2290,44 | 05/04/2023 | 150,00 | 05/04/2024 | 15 FH | 36 D | **165,00** | **401 D** |
| 150 FH | 2 | 2290,44 | 05/04/2023 | 150,00 |  | 15 FH |  | **165,00** |  |
| 12 M | 3 | 2290,44 | 05/04/2023 |  | 05/04/2024 |  | 36 D |  | ………… |
| 600 FH // 24 M | 4 | 2290,44 | 05/04/2023 | 600,00 | 05/04/2024 | 60 FH | 73 D | **660,00** | **804 D** |
| 600 FH | 5 | 2290,44 | 05/04/2023 | 600,00 |  | 60 FH |  | **660,00** |  |
| 24 M | 6 | 2238,83 | 18/11/2022 |  | 18/11/2024 |  | 73 D |  | **661 D** |
| 1200 FH // 48 M | 7 | 1855,25 | 01/06/2021 | 764,81 | 01/06/2025 | 120 FH | 146 D | ………… | ………… |
| 1200 FH | 8 | 2290,44 | 05/04/2023 | 1200,00 |  | 120 FH |  | ………… |  |

Hypothèse de travail : 1 mois est égal à 30 jours ; 1 an est égal à 365 jours

**DR8 – Document réponse 8**

**ETAT DES VISITES MOTEUR**

**Situation au 05/04/2023 Heures moteur : 2098,95 Cycles moteur : 5892 S/N  : 19485**

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| **TYPE DE VISITE** | **CARTE N°** | **DERNIERE INTERVENTION** | | **HEURES ET DATES**  **BUTEES SANS TOLERANCE.** | | **TOLERANCE** | | **POTENTIEL RESTANT**  **AVEC TOLERANCE** | |
| **HEURES** | **DATE** | **FH//D** | **DATE** | **HEURES** | **TEMPS** | **HEURES** | **JOUR** |
| 100 H | 30 | 2098,95 | 05/04/2023 | 100,00 |  | 10 FH |  | **110,00** |  |
| 150 H | 31 | 2098,95 | 05/04/2023 | 150,00 |  | 15 FH |  | ………… |  |
| 200 H | 32 | 2098,95 | 05/04/2023 | 200,00 |  | 20 FH |  | **220,00** |  |
| 300 H // 12 M | 33 | 2098,95 | 05/04/2023 | 300,00 | 05/04/2024 | 30 FH | 30 D | **330,00** | **395 D** |
| 600 H | 34 | 1944,99 | 14/06/2022 | 446,04 |  | 50 FH |  | **496,04** |  |
| 750 H | 35 | 2047,34 | 18/11/2022 | 698,39 |  | 50 FH |  | **748,39** |  |
| 750 H Vibr point AR | 35 | 2047,34 | 18/11/2022 | 698,39 |  | 50 FH |  | **748,39** |  |
| 750 H // 24 M Vidange | 35 | 2047,34 | 18/11/2022 | 698,39 | 18/11/2024 | 30 FH | 30 D | ………… | ………… |
| 1500 FH | 37 | UNK | 20/12/2018 |  |  | 50 FH |  |  |  |
| 3600 FH | 38 | 0,00 | 16/01/2013 | 1501,05 |  | 50 FH |  | ………… |  |

**DR9 – Document réponse 9**

La société Héli-Tech, opérant cinq jours par semaine (*de 8h à 12h et de 13h à 17h)*, dispose de deux box d'entretien pour hélicoptères, chacun pouvant accueillir un seul appareil. Après chaque entretien, une demi-journée est consacrée à la sortie physique et administrative de l'hélicoptère des ateliers. Les visites commencent toujours le matin. Le renouvellement d'un CEN prend une demi-journée. La société Héli-Tech fait appelle à un PEN exterieur à l’entreprise.

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| Immatriculation | Couleur sur le tableau | Date au plus tôt d’entrée en maintenance | Date de reprise d’activité professionnelle | Type d’entretien | Durée prévue  *(sans la demi-journée de sortie d’entretien)* | Renouvellement de CEN | Affecté au box 1 | Affecté au box 2 |
| F-FLYR | noir | 27/03/2023 | 5/04/2023 | VS100h | 5 jours |  | x |  |
| F-HORI | vert | 11/04/2023 | 17/04/2023 | VP25h | 3 jours |  |  | x |
| F-EVAS | noir | 27/03/2023 | 6/04/2023 | VP150h//12M , VP 600FH… | 7 jours |  |  | x |
| F-SKYP | bleu | 20/04/2023 | 28/04/2023 | VP25h | 3 jours | x | x |  |
| F-RESC | rouge | 14/04/2023 | 2/05/2023 | E/S roulements Transmission arrière | 4,5 jours |  | x |  |
| F-FLYY | rouge | 17/04/2023 | 02/05/2023 | VP100h | 4 jours |  |  | x |
| F-BLAD | vert | 31/03/2023 | 17/04/2023 | VP150, VP 600FH… | 8 jours |  | x |  |
| F-SPIN | bleu | 24/04/2023 | 02/05/2023 | VS100h | 3,5 jours | x |  | x |

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Légende :

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|  |  | Une croix *(sans couleur de fond)* dans la case correspond à la demi-journée consacrée à la sortie de visite d’entretien de l’hélicoptère *(dans cet exemple elle se déroule dans la matinée)* |

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|  | R | Un R dans une case *(sans couleur de fond)* correspond à la demi-journée consacrée au renouvellement du CEN l’hélicoptère *(dans cet exemple ,le R est inscrit dans la deuxième case donc le renouvellement du CEN se déroulera dans l’après-midi)* |

**DR10 – Document réponse 10 (feuillet 1/2) | DR10 – Document réponse 10 (feuillet 2/2)**

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|  | | **Facture N° 2023FAC051** | | | |
|  | | | | | |
| Client : Société Evasion – AS350 F-EVAS  123, Avenue des Ailes, 75008 Paris, France  Date de facture : 05/04/2023  Date d’échéance : 05/04/2023  Devis - 2023DE005 du 30/03/2023 F-EVAS | | | | | |
|  | | | | | |
| Réf. | Désignation | | Qté | P.U. HT | Montant HT |
| MO  MO  MO  MO  DT | MAIN OEUVRE ATELIER-VISITE "T" 600H/24M et VP 600h  VP 1200h/24M cellule  **Forfait**  *Incluant la VP 100h-150h-150h/12M cellule*  MAIN OEUVRE ATELIER  VP 1200h cellule  MAIN OEUVRE ATELIER  VP 150h moteur  VP 300h/12M moteur  Application CN répétitives:  F-1984-064-037R3 §1  EU-2015-0195 §6  EU-2021-0048 §2  EU-2021-0282 §4  MAIN OEUVRE ATELIER-TS  Echange servocommances de BTP  Echange articulation MRA  Reprise anti dérapant marche pied et palonnier  Traitement corrosion Antivibreur  DOSSIER TECHNIQUE | | 1,000  3,000  6,00  22,000  3,000 | 18 500,00  110,00  110,00  110,00  95,00 | 18 500,00  …………..  …………..  …………..  ………….. |
| Page 1 sur 5 | | | | | |

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| Client : Société Evasion – AS350 F-EVAS  123, Avenue des Ailes, 75008 Paris, France  Date de facture : 05/04/2023  Date d’échéance : 05/04/2023  Devis - 2023DE005 du 30/03/2023 F-EVAS | | | | | | | | | | | |
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| Réf. | | Désignation | | | | | Qté | | P.U. HT | | Montant HT |
| ARTDI...  ARTDI…  COLAI....  TRAVDIV  LIV-CH...  JET A1  TRAVDIV | | VIS A0164TK050S014X  FILTRE HYDRAULIQUE 806966.  COLISSAGE AIRBUS (2% DES PIECES)  TRAVAUX DIVERS ATELIER  Réparations conservateur de cap  LIVRAISON CHRONOPOST  Conservateur de cap chez sous-traitant  FUEL  Réglage Anti vibreur cabine Airbus  TRAVAUX DIVERS ATELIER  REGLAGE MASSE ANTI VIBREUR CABINE  Sous-traitance Airbus | | | | | 5,000  1,000  1,000  1,000  2,000  300,000  1,000 | | 10,33  560,14  89,38  1 920,00  25,00  1,80  2 508,00 | | 51,65  560,14  89,38  1 920,00  50,00  540,00  2 508,00 |
|  | | | | | | | | | | | |
| Code | Base HT | | Taux TVA | Montant TVA | |  | | Total HT | | 65 513,82 | |
| 5 | 65 513,82 | | 20% | ………….. | | Total TVA | | ………….. | |
|  | | | | | | Total TTC | | ………….. | |
| Page 5 sur 5 | | | | | | | | | | | |



**DR11 – Document réponse** **11**

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| **Approving competent Authority/Country**  *Autorité compétente /Pays*  **DIRECTION GENERALE DE L’AVIATION CIVILE**  **France** | | | **AUTHORIZED REALEASE CERTIFICATE**  ***Certificat Libératoire Autorisé***  **AIRCRAFT CERTIFICATE OF RELEASE TO SERVICE**  ***CERTIFICAT D’APPROBATION POUR REMISE EN SERVICE AERONEF*** | | | | | | | | | | **Form Tracking Number**  N° de repère du formulaire  **061-2023** |
| **Work oder/Contract/invoice**  Bon de Cde/contrat/Facture  **PSV 03842881** |
| **Approving Organisation name and adresse**  *Nom et adresse de l’organisme agréé* | | | | | | | | | | | | | |
| **Registration**  *Immatriculation*  F-EVAS | **Serial number**  *N° de série*  MSN 4498 | | | | **Model**  *Type*  …………….. | **Flying hours**  *Heures de vol*  …………….. | | **Engine Cycles**  *Cycles moteur*  …………….. | **S/N Engine**  *N° de série Moteur*  …………….. | | APU/SN  Groupe auxiliaire | | |
| **Operatore**  *Utilisateur*  Société Evasion | **Issue**  *Edition*  **1** | | | **Approved maintenance shedule** *Manuel d’entretien approuvé*  **Amendement**  *Révision*  **2** | | | | **Issue**  *Edition*  **1** | **Work pack reference**  *Référence du dossier de visite*  **PSV 03842881** | | **\*Date of performance**  *\*Date des travaux*  **Beginning End**  *Début Fin*  …………….. …………….. | | |
| **Status/Work**  Etat/Travaux  CHECK DONE IAW WORK WORKPACKAGE……………..……………..……………..…………….. | | | | | | | | | | | | | |
| **Remarks Travaux reportés**  Remarques | | | | | | | | | | | | | |
| **Certifies that unless otherwise specified in block 18, the work identified in block 15 and described in block 17, was accomplished in accordance with Part 145 and in respect to that work the items are considered ready for release to service.**  ***Certifie que, sauf indication contraire spécifiée en case 18, les travaux identifiés en case 15 et décrits en case 17, ont été réalisés conformément à la Partie 145 et qu’au vu de ces travaux, les pièces sont considérées prêtes à la remise en service***  ***With flight test / Avec vol de contrôle 🞏***  ***Without fight test/ Sans vol de contrôle ⌧*** | | | | | | | | | | | | | |
| **Authorised Signature**  Signature | | **Certificat / Approval Ref N°**  N° de certificat / N° d’agrément  FR.145.XXX | | | | | **Name**  Nom | | | **Date**  Date | | **Location**  Lieu  Toussus Le Noble (LFPN) | |

\*Note pour l’expression de la date le format utilisé est DD MMM YYYY (exemple :29 FEB 2016)

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Q5.9 : type de licence nécessaire :