



4961 Rice Lake Road • Suite 101
Duluth, MN 55803 USA
(715) 399-0890 • Fax (715) 399-0891
F.A.A. Station Number QZLR746L

To: Quality Assurance department

From: Craig Deraas
Accountable Manager

Number of pages: 1

Thank You! We have received your request for a completed self audit. Due to the vast amount of requests for self audits we receive from our customers each year, we have taken the time to fill out a Generic in depth Self Audit Form (industry standard) which is located on our website www.flitelites.com on the Quality page. We hope you will accept this audit in place of your own personalized audit. Global Aviation is audited by the FAA each year to ensure that we are operating in accordance with FAA and EASA 145 standards. In addition to this audit, we also usually receive 1 to 2 on site Airline audits each year. We also perform our "In House Self Audit" and safety meetings every 6 (six) months.

Global Aviation's focus has always been on Quality, Reliability, and Safety. By accepting this Self Audit which we perform each year, our inspectors will have more time to inspect and evaluate actual product quality and reliability.

If your company cannot accept this self audit please contact me by phone, fax or email and I will gladly take the time to fill out your Company's personalized audit.

Thank you for your interest in Global Aviation Tech Services, Inc. *Your Aircraft Lighting Specialists.*

Best Regards,

A handwritten signature in blue ink, appearing to read 'Craig Deraas', with a long horizontal flourish extending to the right.

Craig Deraas
Accountable Manager
sales@flitelites.com

No	Subject	Y	N	N/A
CERTIFICATION.				
1	Is the company approved by the EASA in accordance with EASA Part 145? Record certificate number on front page:	X		
2	Does the FAA approve the company as a Repair Station? Record certificate number: QZLR746L	X		
3	Copies of all Airworthiness Approval Certificates and limitations/Scope of Approval attached.	X		
ANTI-DRUG TESTING & PRODUCT LIABILITY INSURANCE				
4	Does the company have a FAA approved anti-drug plan? Record the plan number or attach a copy E-SW-00424-6	X		
5	Copy of the company Product Liability Insurance certificate attached?			X
GENERAL				
6	Does the company only perform work within the EASA/FAA Scope/Limits of Approval?	X		
7	Does the company deal in non-aircraft parts, materials and/or maintenance activities and are they adequately segregated from the aircraft functions?			X
8	Does the company maintain a file of audit findings and corrective actions for the last three years? Is this accessible to the auditor?	X		
9	Is there a nominated deputy for all programs that require it?	X		
QUALITY CONTROL				
10	Is there an established Quality Control Program?	X		
11	Does the company maintain a current QA/QC manual/MOE/IPM and does that comply with all the requirements of the EASA/FAA/NAA?	X		
12	Does the manual detail duties, responsibilities and communication paths of the QA/QC department?	X		
13	Do Maintenance Staff have access to the Organisation's Manuals?	X		
14	Does the company have an internal audit and surveillance program?	X		

No	Subject	Y	N	N/A
15	Does the audit program ensure compliance with customer specifications?	X		
16	Does the audit program assure appropriate corrective action for non-compliances?	X		
17	Does the company have an organisation adequate to perform the work intended?	X		
18	Are the supervisors/inspectors holders of aircraft licenses/repairman certificates or approved by the national authority?	X		
19	Does the company have an established procedure to provide corrective actions for discrepancies noted during repair/o/haul?	X		
20	Does the company maintain a list of 'Sub-contracted' maintenance actions and approved vendors for those functions?			X
21	Does the company ensure that the sub-contractor complies with customer specifications and legal requirements?			X
22	Does the company maintain certification for all sub-contracted work?			X
23	Does the company have a procedure for reporting defects or unairworthy conditions to the customer and EASA/FAA?	X		
INSPECTION				
24	Are inspectors properly trained and certified?	X		
25	Does the management exposition identify all supervisory and inspection personnel? Does it identify all personnel authorised for return to service?	X		
26	Does the company have an employment summary for all staff identified in the management exposition?	X		
27	Does the company operate an acceptable receiving inspection system?	X		
28	Does the company have an acceptable procedure for identifying customer-owned parts?	X		
29	Does the company maintain traceability certification on all parts and raw material?	X		
30	Does the company operate a sampling procedure to ensure quality? If so, to what specification?	X FAA		
31	Does the company operate an acceptable system for controlling stamps for both inspection and production personnel? (If stamps are not issued, a signature is acceptable)			X SIG. ONL

No	Subject	Y	N	N/A
				Y
NON-DESTRUCTIVE TESTING				
32	Does the company hold approvals for N.D.T. Inspection?			X
33	Please state the specifications for which approvals are held. Magnetic Particle: Fluorescent Penetrant: Ultrasonic: Eddy Current: X-Ray: Acid Etch:			X X X X X X
34	Please give details of the level of qualifications held by N.D.T. Inspectors for each specification. Magnetic Particle: Fluorescent Penetrant: Ultrasonic: Eddy Current: X-Ray: Acid Etch:			X
35	Does the company carry out any N.D.T. Inspection?			X
TECHNICAL DATA CONTROL				
36	Does the company have the required Airworthiness data to perform the repair/overhaul? I.e. Component Maintenance Manuals (CMM), Service Bulletins, Airworthiness Directives etc?	X		
37	Are there established procedures for controlling the revision status of Airworthiness data held?	X		
38	Does the company have a system to ensure all technical data is current?	X		
39	Does the company maintain a record of manual revisions?	X		
40	Are all manual revisions up to date?	X		
41	Are overhaul (CMM) manuals correctly identified and available to maintenance staff?	X		
42	Does the company have a system to control the working copies of manuals to ensure that they are up-to-date?	X		

No	Subject	Y	N	N/A
43	Are the issued working copies at the same issue as the masters?	X		
44	Is all technical data adequately stored and protected?	X		
45	Are adequate viewing devices, in good condition, available for viewing technical data not available in hardcopy?	X		
46	Is a nominated individual, by title, responsible for the control of technical data?	X		
SHELF LIFE PROGRAM				
47	Does the company have a documented shelf life program?	X		
48	Does the program list parts and materials that are subject to shelf life limitations?	X		
49	Does the program assign program responsibility to a specific person by title?	X		
50	Is each shelf life item labelled to show the specified expiry date?	X		
51	Is there an adequate system to ensure that no items past the expiry date are issued?	X		
52	Are items in use within the specified shelf life limits?	X		
TOOL & TEST EQUIPMENT CALIBRATION				
53	Does the company have a calibration program?	X		
54	Does the program specify the person, by title, responsible for the calibration program?	X		
55	Are all items of equipment in use listed in the calibration program?	X		
56	Are the standards used in calibration traceable to National Standards?	X		
57	Is there a system to identify each item of equipment in the program, its calibration frequency and calibration due date?	X		
58	Does the company operate a procedure to prevent out-of-service or calibration due tools & equipment from being used?	X		

No	Subject	Y	N	N/A
59	Does the company have a procedure for controlling the calibration of personal equipment (if permitted)?	X		
60	Did a sample check of the calibrated equipment indicate the item is within the specified calibration?	X		
61	Are all tools and equipment in a serviceable condition?	X		
62	Do calibration records: Show date of calibration? Identify individual or vendor that performed the calibration? Show calibration due date? Contain a copy of the calibration certificate? Record details of adjustments and repairs? Show the P/N and S/N of the standard used to perform the calibration?	X X X X X X X		
TRAINING				
63	Does the company have a documented training program to address the continuous training requirements of the FAA/EASA?	X		
64	Does it include all mechanics, inspectors and technical supervisors?	X		
65	Is formal and On-The-Job training documented?	X		
66	Are the training records retained for a minimum of two years after the person leaves the company?	X		
HOUSING AND FACILITIES				
67	Does the company have adequate facilities to house all the necessary tooling, equipment, material and parts to perform the work?	X		
68	Does the housing adequately protect the parts, materials and customer units from contamination, theft or damage?	X		
69	Is the environment appropriate to protect workers so that the quality of workmanship is not impaired?	X		
70	Does the facility have adequate lighting?	X		
71	Are storage facilities separate from shop and work areas?	X		
72	Do all storage areas have adequate space, shelving and security?	X		

No	Subject	Y	N	N/A
STORAGE				
73	Are parts and material correctly identified and properly stored?	X		
74	Does the company have a quarantine area for rejected parts and material waiting disposal?	X		
75	Do the parts in the bins match the part numbers indicated on the bin?	X		
76	Are parts and material properly protected from damage and deterioration?	X		
77	Are flammable, toxic or volatile materials properly identified and stored?	X		
78	Are sensitive parts and equipment (oxygen parts, o-rings, E.S.D.'s etc.) properly packaged, identified and stored to protect from damage?	X		
79	Are oxygen and other high-pressure bottles correctly identified and stored?			X
WORK PROCESSING				
80	Does the company have adequate tooling and equipment to perform the work being undertaken?	X		
81	If the company uses test equipment that differs from the OEM specified equipment: Is it properly certified as equivalent? Does the company have operating and maintenance manuals? Is maintenance and servicing carried out per manual instructions? Is maintenance and servicing recorded and are records retained for a minimum of two years? Is the equipment listed in the calibration program? Has the equipment been accepted by the EASA/FAA?	X X X X X X		
82	Are, supervisors, inspectors and mechanics properly trained, authorised and certified (if required) for the work that they perform?	X		
84	Are customers' parts correctly identified throughout the rework procedure and in storage?	X		
85	During the rework procedure, are serviceable and unserviceable parts segregated?	X		
86	Are work cards/records complete, in order and legible?	X		

87	Do the work records contain: Description of the work performed and reference to data acceptable to the administrator? The date the work was completed? The name of the person performing the work? The name of the person inspecting the work? The name of the person certifying the work? The signature, certificate number, and type of certificate issued to return the article to service?	X X X X X X X		
88	Are all inspections, tests and test data recorded in the work package?	X		
89	Are records maintained for the period specified by the EASA/FAA?	X		
90	Do the company facilities offer adequate protection of parts during rework, e.g. filtered air and clean room/assembly areas where required?	X		
91	Are fluid dispensing containers and servicing units correctly identified?	X		
92	Are hydraulic fluids subjected to regular cleanliness testing?			X
93	Are smoking, drinking and eating forbidden in the work areas?	X		
SHIPPING				
94	Does the company verify the P/N, S/N and Mod. Standard stated on the despatch paperwork and detailed on the data plate match?	X		
95	Are the original release documents attached to the unit prior to despatch?	X		
96	Are components returned in an appropriate shipping container or as specified by the customer?	X		
97	Does the company have a system for identifying items requiring export licenses?	X		
98	Does the company clearly identify on the accompanying documentation and records items that may require an export license?	X		
SCRAPPED PARTS				
99	Does the company have a documented procedure to assure that scrapped parts are either returned to the customer or mutilated beyond repair?	X		

102	Does the company maintain a record of life limited parts scrapped for seven years?	X		
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PLATING AND TREATMENTS.				
103	Does the company hold any plating approvals? Please give details of the specifications: Chromium Plating: Cadmium Plating: Nickel Plating: Copper Plating: Stylus (dalic) Plating:			X X X X X X
104	Are the plating baths qualified to the requirements of the quoted plating specifications?			X
105	Are the elapsed times between the termination of the plating operations and the commencement of de-embrittlement heat treatments recorded?			X
106	Is the company approved for carrying out shot peening? Please give details of the specifications:			X

Additional Comments:

The undersigned certifies that the information provided is accurate and confirms that Airinmar, its clients and the Airworthiness Regulatory Authorities, shall have the right of access to the company premises on receipt of due notice.

Completed By

Name: CRAIG DERAAS

Position: ACCOUNTABLE MANAGER

Date: AUGUST 18, 2014

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Air Agency Certificate

Number QZLR746L

This certificate is issued to

GLOBAL AVIATION TECH SERVICES, INC.

whose business address is

**4961 Rice Lake Road, Suite 101
Duluth, MN 55803**

*upon finding that its organization complies in all respects
with the requirements of the Federal Aviation Regulations
relating to the establishment of an Air Agency, and is
empowered to operate an approved* **Repair Station**

with the following ratings:

Accessory

*This certificate, unless canceled, suspended, or revoked,
shall continue in effect* **indefinitely.**

Date issued:

December 7, 1998

By direction of the Administrator



**Robert B. Turner
Manager, MSP FSDO GL-15**

**This Certificate is not Transferable, AND ANY MAJOR CHANGE IN THE BASIC FACILITIES, OR IN THE LOCATION THEREOF,
SHALL BE IMMEDIATELY REPORTED TO THE APPROPRIATE REGIONAL OFFICE OF THE FEDERAL AVIATION ADMINISTRATION**

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both

A449 . Antidrug and Alcohol Misuse Prevention Program

HQ Control: 07/17/2009

HQ Revision: 00a

- a. The Part 145 repair station certificate holder has elected to implement an Antidrug and Alcohol Misuse Prevention Program, because the certificate holder performs safety-sensitive functions for a 14 CFR Part 121, and 135 certificate holder and/or for a 14 CFR Part 91 operator conducting operations under Section 91.147.
- b. The certificate holder certifies that it will comply with the requirements of 14 CFR Part 120 and 49 CFR Part 40 for its Antidrug and Alcohol Misuse Prevention Program.
- c. Antidrug and Alcohol Misuse Prevention Program records are maintained and available for inspection by the FAA's Drug Abatement Compliance and Enforcement Inspectors at the location listed in Table 1 below:

Table 1

Location & Telephone of Antidrug and Alcohol Misuse Prevention Program Records:	
Telephone Number:	A1 701-577-0498
Address:	107 22nd Street West
Address:	N/A
City:	Williston
State:	ND
Zip code:	58802

d. Limitations and Provisions.

- (1) Antidrug and Alcohol Misuse Prevention Program inspections and enforcement activity will be conducted by the Drug Abatement Division. Questions regarding these programs should be directed to the Drug Abatement Division.
- (2) The certificate holder is responsible for updating this operations specification when any of the following changes occur:
 - (a) Location or phone number where the Antidrug and Alcohol Misuse Prevention Program Records are kept.
 - (b) If the certificate holder's number of safety-sensitive employees goes to 50 and above, or falls below 50 safety-sensitive employees.
- (3) The certificate holder with 50 or more employees performing a safety-sensitive function on January 1 of the calendar year must submit an annual report to the Drug Abatement Division of the FAA.
- (4) The certificate holder with fewer than 50 employees performing a safety-sensitive function on January 1 of any calendar year must submit an annual report upon request of the Administrator, as specified in the regulations.

The certificate holder has fewer than 50 safety-sensitive employees.

A003 . Ratings and Limitations

HQ Control: 01/30/2004

HQ Revision: 010

The Certificate Holder is authorized the following Ratings and/or Limitations:

Class Ratings

Accessory Class 2: Electrical Accessories

Accessory Class 3: Electronic Accessories

Limited Ratings

<u>Rating</u>	<u>Manufacturer</u>	<u>Make/Model</u>	<u>Limitations</u>
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Limited Ratings - Specialized Services

<u>Rating</u>	<u>Specifications</u>	<u>Limitations</u>
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1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.



Digitally signed by Robert J Diercks, Principal Avionics Inspector (GL15)
[1] EFFECTIVE DATE: 8/1/2014, [2] AMENDMENT #: 2
DATE: 2014.08.01 14:44:24 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

A handwritten signature in blue ink, appearing to read "Craig Deraas", written over a horizontal line.

Deraas, Craig, FAA Accountable Manager, 145

8/5/14

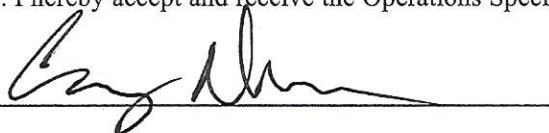
Date

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

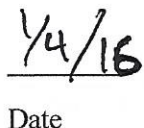


Digitally signed by Robert J Diercks, Principal Avionics Inspector (GL15)
[1] EFFECTIVE DATE: 12/9/2015, [2] AMENDMENT #: 7
DATE: 2015.12.22 06:45:16 -06:00

3. I hereby accept and receive the Operations Specifications in this paragraph.



Deraas, Craig, FAA Accountable Manager, 145



Date



European Aviation Safety Agency

The Quality Manager
Global Aviation Tech Services, Inc.
7874 Brill Road
Superior, Wisconsin 54880
United States of America

Fax N°: 715 399 0891

Cologne, 21 January 2014

Ref. Letter: EASA D(2014)/L6/Rev 1/EASA.145.4486/FAA.QZLR746L/52626

Subject: Renewal of EASA Part-145 approval

Dear Sir or Madam,

Following a positive recommendation from the **FAA** the European Aviation Safety Agency hereby confirms the renewed validity of your EASA Part-145 approval until **01 February 2016**, subject to continued compliance with FAR 145 and the EASA special conditions in accordance with the Agreement between the United States of America and the European Community on Cooperation in the Regulation of Civil Aviation Safety and the Maintenance Annex Guidance (MAG):

Global Aviation Tech Services, Inc.

EASA Part-145 Approval certificate reference number:

EASA.145.4486

You are reminded that you will be required to submit your next renewal paperwork package in accordance with the MAG which is available on our web site at www.easa.europa.eu.

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'K. Specht', is written over a horizontal line.

Karl SPECHT
Continuing Airworthiness Organisations Manager



U.S. APPROVAL CERTIFICATE

EASA.145.4486

Taking into account the provisions of Article 12 of Regulation (EC) 216/2008 of the European Parliament and of the Council and the bilateral agreement currently in force between the European Community and the Government of the United States of America, the European Aviation Safety Agency (EASA) hereby certifies:

Global Aviation Tech Services, Inc.

FAA NUMBER: QZLR746L

7874 Brill Road

Superior, Wisconsin 54880

United States of America

as a Part-145 maintenance organization approved to maintain the products listed in the FAA Air Agency Certificate and associated Operations Specifications and issue related certificates of release to service using the above reference, subject to the following conditions:

1. The scope of the approval is limited to that specified on the 14 CFR part 145 repair station Air Agency Certificate, and the associated Operations Specifications for work carried out in the United States (unless otherwise agreed in a particular case by EASA).
2. The approval scope shall not exceed the permitted EASA Part-145 ratings as detailed in Regulation EC (No) 2042/2003.
3. This approval requires continued compliance with 14 CFR part 145 and the differences as specified in the Maintenance Annex Guidance (MAG), including the use of the FAA Form 8130-3 for release/return to service of components up to and including power plants.
4. Certificates of return to service must quote the EASA Part-145 approval reference number quoted above and the 14 CFR part 145 Air Agency Certificate number.
5. Subject to compliance with the foregoing conditions, this approval shall remain valid until:

01 February 2016

unless the approval is surrendered, superseded, suspended or revoked.

Date of issue: **21 January 2014**

Signed

A blue ink signature is written over a circular embossed seal of the European Aviation Safety Agency. The seal contains the text 'EUROPEAN AVIATION SAFETY AGENCY' around the perimeter.

For EASA

GLOBAL AVIATION TECHNICAL SERVICES

WARRANTY POLICY

GLOBAL AVIATION TECHNICAL SERVICES PROVIDES A WARRANTY POLICY OF ONE (1) YEAR OR 800 HOURS OF OPERATION FROM THE DATE OF OVERHAUL (LIMITED TO WHICHEVER OCCURS FIRST).

UNITS THAT ARE SERVICED ON A "REPAIR AS REQUIRED" BASIS ARE WARRANTED ONLY ON THAT PART OF THE UNIT THAT WAS REPAIRED AND EXCLUDES THE REMAINDER OF THE UNIT.

THIS WARRANTY REQUIRES THAT THE UNIT MUST BE INSTALLED IN COMPLIANCE WITH THE MANUFACTURERS REQUIREMENTS. ANY UNIT DAMAGED THROUGH IMPROPER HANDLING, MISUSE OR DAMAGE RESULTING FROM FIRE, WATER OR CRASH IS VOID OF WARRANTY COVERAGE.

SHOULD A WARRANTY CLAIM OCCUR THE UNIT MUST BE RETURNED TO GLOBAL AVIATION TECHNICAL SERVICES IN PROPER PACKAGING TO PREVENT SHIPPING DAMAGE? THIS IS REQUIRED.

IF A UNIT SHOULD BE RETURNED FOR WARRANTY CONSIDERATION, AFTER INSTALLATION EVALUATION, PLEASE INCLUDE A DESCRIPTION OF THE OBSERVED MALFUNCTION AND ANY ADDITIONAL INFORMATION THAT COULD ASSIST IN DETECTING THE MALFUNCTION, SUCH AS "FAILS IN HEAT" OR WHATEVER, APPLIES TO THE UNIT.

GLOBAL AVIATION TECHNICAL SERVICES WARRANTS THAT ALL ARTICLES FURNISHED AT THE TIME OF DELIVERY WILL BE FREE FROM DEFECTS IN GLOBAL AVIATION TECHNICAL SERVICES' REPLACED MATERIAL AND WORKMANSHIP. THE OBLIGATION UNDER THIS WARRANTY SHALL BE LIMITED TO REPAIRING OR REPLACING ANY ITEM OR PART RETURNED WITHIN THE WARRANTY PERIOD STATED ABOVE. EXCEPT FOR WARRANTY OF TITLE AND THE WARRANTY SET FORTH ABOVE, NO OTHER WARRANTY IS EXPRESSED OR IMPLIED SHALL APPLY TO ARTICLES FURNISHED HEREUNDER; AND GLOBAL AVIATION TECHNICAL SERVICES SHALL, HAVE NO OTHER OBLIGATIONS OR LIABILITY ON ACCOUNT OF SUCH ARTICLES. IN NO EVENT SHALL GLOBAL AVIATION TECHNICAL SERVICES BE LIABLE FOR LOSS OF USE OR INCIDENTAL, INDIRECT OR CONSEQUENTIAL DAMAGES.