

**Clear Star Aviation, LLC
Repair Station Manual**

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Rev 1. Issue Date: **09/21/2021**

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List of Effective Pages

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Section 1

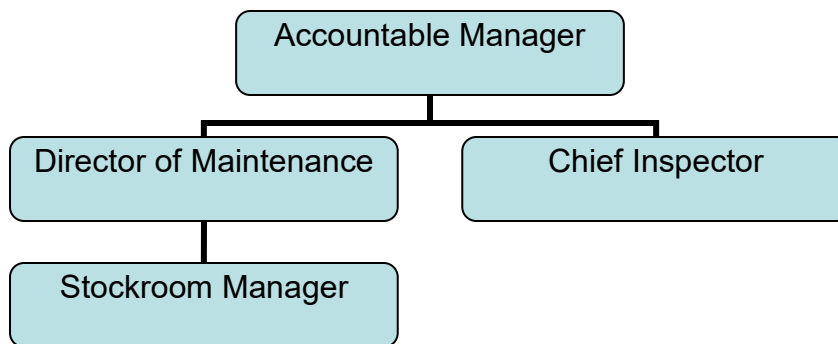
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Section 1 Organization [145.209(a)]

Management Organization Chart

The following chart shows each management position with authority to act on behalf of the repair station. The descriptions following the chart list the areas of responsibility assigned to each management position and the duties, responsibilities and authority of each management position:



Accountable Manager

The Accountable Manager is responsible for the general oversight of the records, office and business procedures, as well as the overall operations of the repair station, including the adequate housing and facilities and the continued maintenance thereof. In addition, the Accountable Manager is responsible for the following:

- Providing adequate training, equipment, materials and competent personnel pertinent to the operations of the repair station in order that it may comply with all applicable Federal Aviation Regulations (FAR) and manufacturers' *requirements*.
- Ascertaining that adequate fire fighting equipment is available at the repair station.
- Establishing standards to ascertain that adequate safety precautions are observed.
- Maintain and keep on file current, pertinent Federal Aviation Regulations, specifications, type certificate data sheets and airworthiness directives.
- Maintain files of completed work orders and inspection forms in such a manner that the file pertaining to a specific item repaired can be readily located for review.
- Conducting periodic drills for the purpose of indoctrinating personnel in the proper use and location of fire fighting equipment, checking the equipment periodically for serviceability and indoctrinating personnel in observing the safety precautions relevant to the functions for which they may be utilized.
- Ascertaining that a sufficient supply of fire fighting equipment is provided for use at fire stations in hangars, shops, ramps, and vehicles and for their replacement after use.

NOTE: The Accountable Manager may delegate all duties assigned to any qualified personnel as necessary. However, such delegation does not relieve the Accountable Manager of the overall responsibility.

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Chief Inspector

The Chief Inspector is responsible for the overall operation of the inspection department and, as such, will have the final authority in the release to service of any aircraft, product or component for which the station is rated. In addition, the Chief Inspector is responsible for directing, planning and laying out the details of inspection standards, methods and procedures used by the repair station in complying with all applicable Federal Aviation Regulations, manufacturers' specifications and recommendations.

It is the Chief Inspector's duty to:

- Assist, supervise and direct all personnel assigned to the inspection department.
- Ascertain that all inspections are properly performed on all completed work and that the proper inspection records, reports, and forms used by the repair station are properly executed prior to return to service.
- Determine that all technical data on all articles maintained by the repair station are secured, kept current and on hand prior to start of work. This data will include repair station's process specifications for limited rating specialized services, manufacturer's overhaul manuals, service bulletins, part specifications; related Federal Aviation Administration approved data and other technical data used by the repair station. In addition, assure that all military technical orders used in the overhaul and repair of components have been evaluated and approved by the FAA.
- Assure that annual checks are made on all inspection tools and the calibration of precision test equipment used by the repair station and mechanics who have their own precision equipment. Further assure that a current record of those inspections and tests is maintained.
- Determine that no defective, unserviceable, or unairworthy parts are installed in any component or article released by the repair station.
- Submit reports of defects or unairworthy condition in accordance with FAR 145.221
- Assure the proper execution of a maintenance release and/or FAA Form 337 when required.
- Accomplish the final acceptance of all incoming material, including new parts, supplies, and the airworthiness of articles on which work has been performed outside the repair station by contract.
- Conduct and/or oversee the preliminary, hidden damage, and final inspection of all articles processed by the repair station and record results as outlined in this manual.
- Oversee the proper tagging and identification of all parts and components as outlined in this manual.
- Provide for continuity of inspection responsibility, assuring completion of required inspection when personnel shift or assignment changes occur.
- See that rejected and unserviceable parts are handled in such a way as to prevent their reuse as serviceable parts.
- Ascertain that all inspections are properly performed on all completed work before it is approved for return to service, and that the proper inspection and maintenance records, reports, and forms required for each release are properly executed.

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NOTE: The Chief Inspector may delegate all duties assigned to any qualified assistants as necessary. However, such delegation does not relieve the Chief Inspector of the overall responsibility.

Director of Maintenance

The Director of Maintenance is responsible for the overall operation of the Maintenance department, including procedures and staff. In addition, they are also responsible for:

- Establishing procedures to determine the need for original and recurrent training of personnel consistent with the work to be performed.
- In the absence of the Chief Inspector, the Director of Maintenance assumes the responsibilities and delegates authority to qualified personnel as dictated by FAR Part 145 and FAR Part 43 to release aircraft for return to service after repair or inspections.
- Training and assisting subordinates in the proper work procedures and practices to be followed.
- Maintaining all hangar and shop equipment and tools in a serviceable working condition.
- Ascertaining that all necessary entries on work forms and work orders used by the repair station are properly executed by the responsible mechanics.
- Maintaining the premises of the repair station in a clean and orderly manner.
- Assuring that mechanics perform quality work.
- Making available to the departments under their control the required technical data on all aircraft, products or components for the maintenance performed. The data will include manufacturer's maintenance and overhaul manuals, service bulletins, parts specifications, related Federal Aviation Administration approved data, and other technical data used by the repair station.
- Assuring the proper handling of all parts while in the repair process and when work is completed.
- Maintaining the preservation of all parts while in repair process, installation and storage.

NOTE: The Director of Maintenance may delegate all duties to any qualified assistant(s) as necessary. However, such delegation does not relieve the Director of Maintenance of the overall responsibility.

Stockroom Manager

The Stockroom Manager is responsible to the Director of Maintenance for the operation of the stockroom. In addition, the Stockroom Manager is responsible for:

- The preservation of all articles or parts, while carried in inventory, including parts that are subject to deterioration and shelf life specifications.
- Identifying, controlling, segregating and maintaining all stock and tools to a serviceable or unserviceable category as designated by the Chief Inspector.
- Controlling the inventory.
- Initiating purchase requests for stock as required.
- Distributing to all pertinent departments any miscellaneous technical information, etc., received by the stockroom.

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NOTE: The Stockroom Manager may delegate duties to any qualified assistant as necessary. However, such delegation does not relieve the Stockroom Manager of the overall responsibility.

Hangar Supervisor

The Hangar Supervisor is responsible to the Director of Maintenance for the operation of the hangar. In addition, the Hangar Supervisor is responsible for:

- Prioritize workload in the hangar to ensure the safety and efficiency.
- Maintaining the premises of the repair station in a clean and orderly manner.
- Assuring that mechanics perform quality work.

Floor Inspectors

The Floor inspectors is responsible to the Director of Maintenance and Chief Inspector for the inspection operation on the hangar. In addition, the Floor Inspectors are responsible for:

- In process inspection of work being performed.
- Inspecting items once they are completed.

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Section 2 Personnel Rosters [145.209(b), 145.161]

Personnel Rosters [145.161]

The Accountable Manager will maintain the following personnel rosters:

Management Roster [145.161(a)(1)]

The Management Roster is a list of Repair Station management and supervisory personnel who are responsible for its management including names of its supervisors who oversee maintenance functions

Inspector Roster [145.161(a)(2)]

The Inspector Roster is a list of Repair Station inspection personnel including the Chief Inspector and Designated Inspectors. The Inspector Roster will list next to each inspector the inspections for which that individual is authorized to perform.

Maintenance Release Roster [145.161(a)(3)]

The Maintenance Release Roster is a list of Repair Station personnel authorized to sign a maintenance release for approving a maintained or altered article for return to service.

Employment Summaries [145.161(a)(4)]

The Accountable Manager will maintain an employment summary for each individual whose name is on the personnel rosters in the Business Office. The employment summaries will be located in the same file as the personnel rosters. The employment summaries will contain enough information on each individual listed on the roster to show compliance with the experience requirements of 14 CFR 145 and will include the following information:

- Present title,
- Total years of experience and the type of maintenance work performed,
- Past relevant employment with names of employers and periods of employment,
- Scope of present employment, and
- The type of mechanic or repairman certificate held and the ratings on that certificate, if applicable

Resumes may be used as Employment Summaries if they meet the qualifications listed above.

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Maintenance and Revision of Rosters [145.161(b), 145.209(b)]

The Rosters will be maintained by the Accountable Manager and may be in an electronic format as long as they are readily accessible. They will be kept in a file labeled Rosters and titled appropriately as to their contents. Within 5 business days of personnel changes affecting any roster, the Accountable Manager will revise the affected roster to reflect changes caused by termination, reassignment, change in duties or scope of assignment, or addition of personnel. In the case of the absence of the Accountable Manager maintenance of the Roster will be performed by the Chief Inspector.

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**Section 3 Operations: Housing, Facilities, Equipment, Materials [145.209(c), 145.101;
145.103; 145.105, 145.109]**

Housing and Facilities (145.103)

Repair Station facilities are as follows:

Open air hangar of approximately 8500sq feet with lighting and electrical outlets appropriate to the maintenance functions undertaken. Shop air is supplied by a compressed air system plumbed to various outlets along the hangar interior walls *and a mobile compressor as needed*. Portable fans are used as needed to provide additional ventilation and airflow.

The hangar is adjoined on the south by approximately 40,000 square feet of ramp space. This area may be used to perform maintenance, preventive maintenance, or alterations so long as the necessary equipment and materials are easily accessible. This area and also utilized as a launch and recovery for aircrafts.

An enclosed, segregated work area is contained in the southwest corner of the hangar attached to a "T-Hanger". This area may be used for environmentally hazardous or sensitive operations as needed. This area is also added storage for equipment.

Suitable racks, hoists, trays, stands, and other segregation means for the storage and protection of all articles undergoing maintenance, preventive maintenance, or alterations are provided throughout the hangar. Airworthy components will be placed on parts racks, and/or in parts tubs, that are clearly labeled with the aircraft registration number or the work order number.

Hazardous materials will be confined to storage in marked areas.

A segregated parts room is located adjacent to the office and the hangar. This space is used to segregate articles and materials stocked for installation, from those articles undergoing maintenance, preventive maintenance, or alterations. Additionally, this space has shelving clearly labeled for Red and Green tagged parts. The Red tagged parts will be reviewed 30-day bases for time on the shelf and if they are required to be kept for warranty issues. If, at the end of the 30 days the warranty has been closed, the Red tagged parts will be disposed of rendering them unusable again.

Air-conditioned office space of approximately 400 sq. feet is provided with lighting and electrical outlets appropriate to the operations undertaken. The area will have the Director of Maintenance office and Stocking Mangers offices. This office space will also have mechanic computer stations. Attached to the office will be the Avionic room and records room. The records room will be a shared space with separate cabinet for PlaneSmart Aviation, LLC and Clear Star, LLC.

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Floor Plan

Office Space: See Appendix A

Note: Floorplan is not to scale

Hangar Space: See Appendix A

Note: Floor plan is not to scale

Change of location, housing or facilities (145.105)

The repair station will not change the location of its housing or make any changes to its housing or facilities required by Sec. 145.103 that could have a significant effect on its ability to perform the maintenance, preventive maintenance, or alterations under its repair station certificate and operations without written approval from the FAA.

Equipment, materials, and data requirements (145.109)

Equipment on hand at the repair stations includes: Jacks and stands, control rigging fixtures and templates, torque wrenches, engine hoists, pneumatic/hydraulic/manual sheet metal forming tools, airframe maintenance tools, power plant maintenance tools, control surface balancing tools and fixtures, electrical connection and testing tools, tube bending and flaring tools and cable tensioning tools. This list is not exhaustive and additional equipment may be added as needed.

Equipment, tools, and material used will be those recommended by the manufacturer of the article or will be at least equivalent to those recommended by the manufacturer and acceptable to the FAA. Equivalency of tooling will be determined through correspondence with the aircraft/article manufacturer. The Director of Maintenance will ensure that all tools required for a given task are on hand and under the repair stations' control.

All test and inspection equipment and tools used to make airworthiness determinations on articles will be calibrated to a standard acceptable to the FAA. The methods for determining the calibration status of tools and equipment is described in the Quality Control Manual.

Leased/Rented Equipment

Additional equipment may be rented, leased or borrowed as needed as long as the equipment meets any aircraft manufacturer's standards as determined by the Chief Inspector. The repair station will contract with the manufacturer of the aircraft or a facility referred by the manufacturer for such equipment. The Director of Maintenance will contact the Stockroom Manager whose duty it is to manage the leasing/renting of tools, who will generate a P.O. for rented/leased equipment. When required, the Stockroom Manager will procure a copy of certification of calibration currency which will accompany the rented or leased equipment and that copy will be included in the work order file.

Data

Under no circumstances will maintenance, preventive maintenance, or alterations be performed under the repair station certificate and operations specifications unless the documents and data required for the performance of it in accordance with part 43 are on hand. The following documents and data will be current and accessible when the relevant work is being done.

- *NOTE - All passwords for websites requiring them can be found on the main drive:*

Public<Important Documents and Forms<Online Accounts and Passwords

(1) ***Airworthiness directives***, (http://www.faa.gov/regulations_policies/airworthiness_directives/)

(2) ***Instructions for continued airworthiness***, (these items will be noted individually on the work order for compliance/inspection along with any required paperwork)

(3) ***Maintenance manuals***, (<http://servicecenters.cirrusdesign.com/TechPubs/>) and any other aircraft manufacture online portals that we will be performing inspections or maintenance on.

(4) ***Overhaul manuals***, (<http://servicecenters.cirrusdesign.com/TechPubs/>) or (http://www.continentalmotors.aero/Support_Materials/)

(5) ***Standard practice manuals***, Advisory Circulars (http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.list/parentTopicID/114)

(6) ***Service bulletins***, requires model and serial number, (<http://servicecenters.cirrusdesign.com/TechPubs/>)

(7) ***Other applicable data acceptable to or approved by the FAA*** (customer supplied manuals, STC's)

Description of Maintenance Progression from Start to Return to Service

When a customer needs aircraft maintenance performed, a Work Order or Service Agreement form CSMX003 is completed and a Work Order is opened in EBis by the Director of Maintenance, Chief Inspector or one of their designees.

A work order folder is also created at this time with the A/C number, Work order number, and aircraft serial on the folder tab. This folder can include, but will not always require, Service Agreement (CSMX003), Preliminary Worksheet (CSMX001), Mechanic Discrepancy Worksheets (CSMX002), Invoice, any 337's, 8130-3, 8110-3, Weight and Balance Calculations, inventory sheets, P.O's, any anything else associated with the invoice/work order.

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A preliminary inspection is completed using CSMX001 form. On this form the aircraft N number, Hobbs and Flight time will be recorded. Any incoming discrepancies found on the initial walk around will be documented on this form (scratches, cosmetic issues of a non-airworthy nature).

Any additional discrepancies that are found during the preliminary inspection, maintenance, preventative maintenance, or alteration will be documented by listing them on CSMX002 form (Mechanic Discrepancy Worksheet). These discrepancies are added to the Work Order or disposed on the worksheet itself (CSMX002). That list is then entered into Ebis and presented to the customer for their approval.

If a task is complex, the Chief Inspector will request that an In-Process inspection be performed, and he will inspect the work accomplished to date. All maintenance items requiring an inspection sign-off must be inspected before, closure of the area in which the work was performed, and the aircraft released for final inspection sign-off.

Once all work has been completed and inspected, a final safety inspection will be performed. The customer is then provided an invoice for maintenance performed, along with logbook entries. The work order folder is then filed.

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This section reserved for future expansion.

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Section 5 Training Program Revisions [145.209(e), 145.163(d)]

When appropriate, the Chief Inspector is authorized to make revisions to the training program. The Chief Inspector will enter required revisions, list in the revision log and ensure that all copies are revised. The revisions will be submitted to the CHDO via electronic media for approval. Revisions will be implemented at the next scheduled training period as outlined in the training program after receiving approval from the CHDO. Revised text will be identified through use of italic print. The training program will be reviewed annually for currency and completeness by the Chief Inspector.

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Section 6 Procedures to govern work performed at another location

[145.209(f), 145.203]

The Repair Station may at times perform maintenance at remote or off-site locations due to special circumstances as a one-time special circumstance or on a recurring basis when determined necessary by the Accountable Manager, Chief Inspector, or the Director of Maintenance. The Accountable Manager, Chief Inspector or Director of Maintenance will notify the CHDO of such requirements via e-mail or certified letter. Approval/denial of such requests will be received via e-mail or certified letter. Documentation of approval/denial will be kept in the Accountable Managers' office.

The Accountable Manager, Chief Inspector or Director of Maintenance may initiate work at other locations.

The Director of Maintenance or his designee will be responsible for supervision of maintenance performed at another location. When maintenance must be performed away from this repair station's fixed location, the Director of Maintenance will ensure that proper equipment and facilities are provided based upon the availability of shelter, electricity, safety, preservation of components, cleanliness and other criteria deemed necessary. Prior to start of any work, the Director of Maintenance will arrange for any communication, transfer of parts, supplies, tools, equipment, shelter, current technical data, applicable sections of the RSM and trained personnel required for the task.

For minor maintenance not requiring a lengthy stay away from the fixed base, copies of maintenance documents will be forwarded with maintenance personnel. For lengthy stays, entire aircraft specific libraries will accompany personnel. Libraries and maintenance documents may be provided electronically or through remote access to web-based subscriptions.

Work operations will be accomplished in the same manner as operations performed at the repair station facilities. Discrepancies and corrective actions may be recorded by remote web access to the Repair Station or alternatively they may be documented on CSMX002 (Maintenance Inspection Worksheet) paper format as supplied by the Director of Maintenance. In addition, they may be documented on an automated Discrepancy List generated from EBis. These records will be transcribed into the EBis format upon return to the repair station. Type and frequency of inspections related to the task will be determined by the Chief Inspector and as called for by the manufacturer.

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At completion of work at off-site locations the work order will be audited by the Chief Inspector, or designee for accuracy and thoroughness as would any other work order at the Repair Station. The Maintenance Release will be forwarded to the customer only after the Chief Inspector or his designee has completed the work order audit and determined the work to have been performed in accordance with the Repair Station Manual and Quality Control Manual.

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**Section 7 Procedures for maintenance, preventive maintenance, or alterations
performed under Sec. 145.205**

Maintenance, preventive maintenance, and alterations for certificate holders under parts 121, 125, or 135, or for foreign air carriers or foreign persons operating a U.S.-registered aircraft in common carriage under part 129 may be performed under the repair station certificate.

Before any work begins for an air carrier, under the continuous airworthiness requirements of FAR parts 121, 125, 127 or 135, the Chief Inspector will ensure that all necessary current information and specifications are included or referred to in the work instructions that are to accompany the article through the repair station, and that the work is done in accordance with the air carrier's manual.

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Section 8 Contract Maintenance [145.209(h), 145.217]

Maintenance Functions

The Repair Station will outsource certain maintenance functions as listed on the Contracted Maintenance Function List maintained in the Business Office by the Accountable Manager. When additions to this list are required, the Accountable Manager or their designee will forward the revised list electronically or via certified mail to the FAA for approval.

Maintenance Facilities

A list of Contracted Maintenance Facilities will be available for inspection in the Business Office. When a new facility is considered for contract, the facility will not be added to the Contracted Maintenance Facilities list until it has been properly qualified. No facility may be contracted to perform maintenance, preventive maintenance or alterations unless on the Contracted Maintenance Facilities List.

To ensure the contracted repair station is properly rated for the contracted maintenance work, a copy of the repair station's ratings, Ops Specs and/or capabilities list will be obtained. The copies will be maintained in a file in the Business Office. No work may be contracted unless the appropriate documentation is on file.

The Repair Station will not use non-certificated facilities to perform maintenance, preventive maintenance or alterations to aircraft

Any repaired or overhauled components received from an FAA certificated repair station will be given a preliminary visual inspection by a designated inspector before being installed.

In the event, that discrepancies with contracted sources are encountered, the Chief Inspector will contact such sources to work on resolution of the discrepancies. If the contract facility fails to correct on-going discrepancies, the repair station will terminate relations with that facility and remove the facility from the Contracted Maintenance Facilities List.

Section 9 Records and Record Keeping System [145.209(i), 145.219]

A detailed record shall be kept of all work performed by the repair station. These records are kept in electronic as well as paper formats.

Electronic Records

An electronic master list of all work orders will be maintained by the DOM and/or Accountable Manager to include the work order number, customer name and registration number of the aircraft.

The primary record-keeping system is EBis by Datcomedia; a password protected electronic billing and information system. Access to the program is granted by the Accountable Manager or designee. EBis is accessible by multiple computers in the office. Remote access may also be allowed through secure internet connections on an as-needed basis and monitored by the Accountable Manager.

When granting access to EBis, the Accountable Manager will assign the user a unique personal identification number (PIN). The PIN will be used to access the program and for any entries requiring secure identification. If at any time the Accountable Manager believes a user's PIN to be compromised, the Accountable Manager will reassign a new unique PIN to the user. When assigning PINs, EBis will not allow duplicate numbers to be assigned but will display a window advising of the duplication.

Upon termination of employment, the Accountable Manager will remove the user's PIN from the program, thereby restricting access to prohibited functions.

The EBis data files are located on the company network server and backed-up on a nightly basis to the server and a remote location. Two years after completion of the work order, the electronic record may be purged from the system and no further backup for the specific work order is required. EBis performs a nightly routine which alerts the Administrator if an internal backup was not performed on the database nightly.

The EBis User's Manual is also accessible through the Help>Documents menu when using the program. *This manual may be used as a training tool for EBis along with OJT.*

Although aircraft and component maintenance releases will be generated in EBis, the owner/operator will receive a paper copy of each release as well as a detailed description of all work performed, and parts used (though this may be a .pdf version via email). This description may be in the form of an invoice.

The Accountable Manager will be available upon appointment to the NTSB and/or FAA personnel should access to records be requested. Paper copies of computerized records will be available at their request.

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Paper Records

A copy of each Work Order Invoice with the attached supplementary form(s) will be maintained in the repair station records under a separate file set aside for that purpose. All hard copy work order files will be filed by work order number in sequential order to accommodate retrieval.

Documents included in a typical records package will include Work Order Invoice and copies of the required maintenance release and/or log entries. Additional forms and documents will be included as deemed necessary by the Chief Inspector, DOM or Accountable Manager, and include form 337, form 8130-3, form 8110-3, Preliminary Inspection Form CSMX001, Mechanic Inspection Worksheet CSMX002, copies of weight and balance information, and other documents as needed.

An inspector will check each work record for work accomplished, parts and materials used and the signature of mechanic(s) and inspector(s) who accomplished the work listed. Records, in the English language, are maintained on file in the Business Office, or other designated area, for two (2) years as per FAR 145.61 after which they may be destroyed in any manner approved by the Accountable Manager or Chief Inspector.

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Section 10 Procedures for Repair Station Manual Revisions [145.209(j), 145.207]

When revisions to the Repair Station Manual are necessary, the Accountable Manager will make the revisions using a computer-based word processing system and identifying the revised material or text by italic print. The Accountable Manager will notify the CHDO of revisions as revisions are needed and not on any regular interval.

Revisions will be sent to the CHDO in paper format for approval. Acceptance of revisions will be indicated via letter from the CHDO or approval may be indicated in the List of Effective Pages of the RSM/QCM manual.

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Section 11 Repair Station Manual Control Systems [145.209(k)]

The Repair Station Manual is a document written in a computer-based word-processing software application. Manual revisions and a current copy of the manual will be saved in electronic format in the Business office. The Accountable Manager or his designee is authorized to make revisions to the Repair Station Manual. A paper copy of the manual will also be kept in the Business office.

Control of manual sections will be facilitated by using a "List of Effective Pages". Their revision status, page numbering, issue date, approval/acceptance and person(s) performing revisions will be noted. A new List of Effective Pages will accompany each revision of the manual and serve as the revision log.

When revisions to the Repair Station Manual are necessary, the Accountable Manager will make the revisions using a computer-based word processing system and identifying the revised material or text by italic print. The Accountable Manager will notify the CHDO of revisions as revisions are needed and not on any regular interval.

A revised copy of the Quality Control and Repair Station Manuals will be made available to all mechanics, inspectors and employees. The issuance and location of the manuals will be recorded in the repair station Roster. Each manual has a control number and an assignment entry on the revision page. A master list containing the manual number, location, and revision status is on file in the Business office.

Manual revisions will be distributed on paper format. The repair station will implement manual revisions after receipt of a letter from the PMI/PAI verifying that the revision submitted conforms to the FAR's. Upon receipt of a revision, each manual will have the revised pages inserted in the station's manuals.

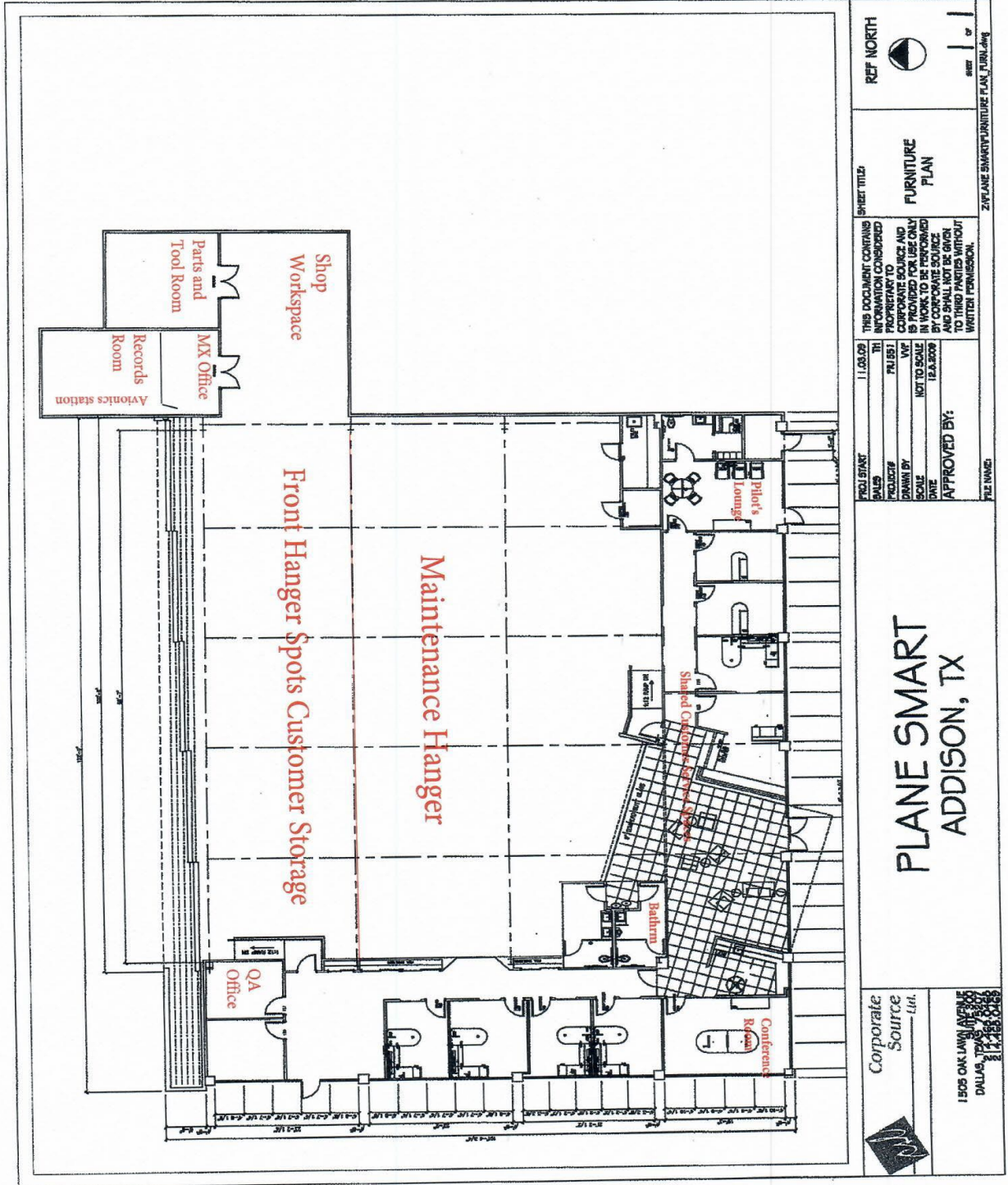
All personnel are expected to suggest revision requirements when the need is apparent, and these suggestions should be forwarded to the Accountable Manager. Any deficiencies with the manual as noted in the course of business will have careful analysis to determine the root cause and audited by the Accountable Manager for a decision to determine if a revision is necessary.

Clear Star Aviation, LLC
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Appendix A

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PROJECT: SALES PRODUCT: PLANE SMART DRAWN BY: VLF SCALE: NOT TO SCALE DATE: 12.2.2020	THIS DOCUMENT CONTAINS INFORMATION PROPRIETARY TO CLEAR STAR AVIATION, LLC. IT IS TO BE USED ONLY BY CLEAR STAR AVIATION, LLC AND SHALL NOT BE GIVEN TO THIRD PARTIES WITHOUT WRITTEN PERMISSION.	SHEET TITLE: FURNITURE PLAN	REF NORTH
11.05.09 APPROVED BY:	FILE NAME: Z:\PLANE SMART\FURNITURE PLAN_FURN.dwg		

PLANE SMART
ADDISON, TX

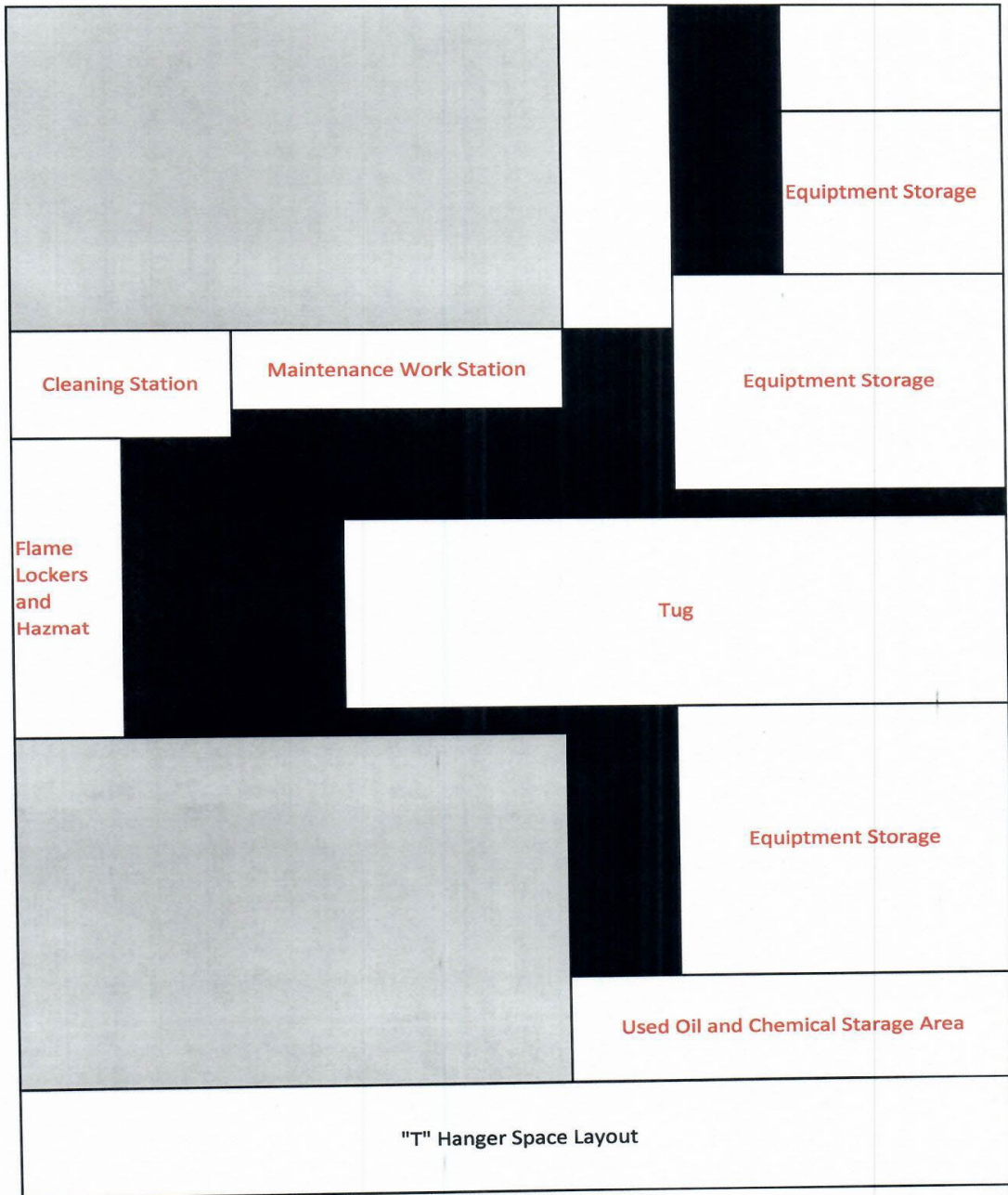
Corporate Source Ltd.
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Clear Star Aviation, LLC
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<u>Hanger</u>	
Shared Ramp Space	Shared Ramp Space
	Spot 1 Covered Aircraft Parking
	Spot 2 Covered Aircraft Parking
	Spot 3 Covered Aircraft Parking
	Spot 4 Covered Aircraft Parking
	Shared Ramp Space