

Vendor's Name: Berry Aviation Inc.

Address: 2175 Airport Drive

City: San Marcos State: Texas Zip: 78666

Division of: N/A Phone: 512-353-2379

E-mail: rdrennan@berryaviation.com Fax: 512-353-0685

Years in Business: 23

Audit Completed By: Ryan Drennan Completed Date: November 2, 2022

**Quality System Approvals:**

FAR Part 145  EASA Part 145  AS9110  AS9100  Other

If Other, state which: \_\_\_\_\_

Repair Station # : HKGR701E Expiration: Infinite

EASA Certificate # : 145.6837 Expiration: August 29, 2024

ISO 9001 #: C2019-03625 Expiration: November 3, 2025

AS9100 #: C2019-03625 Expiration: November 3, 2025

**Vendor Contacts:**

Administration: Gary McCracken Phone: ( 512 ) 353-2379

Quality: Ryan Drennan Phone: ( 512 ) 353-2379

Production: Jay Hromadka – MRO / Kevin Gray - CRO Phone: ( 512 ) 353-2379

**Number of Personnel**

Production 25  
Inspection/Quality 4  
Administration 5  
Other 7

**Size of Facilities**

Production Area 51,675  
Stores Area 2,790  
Office Area 11,299  
Other \_\_\_\_\_

Thank you for your interest in Berry Aviation Inc. We send out this standard response rather than completing individual surveys. The questions within this response are based upon the C.A.S.E. Repair /Overhaul Vendor Audit Checklist (CAS-20). If you have any questions regarding this survey response, please contact Ryan Drennan, at [rdrennan@berryaviation.com](mailto:rdrennan@berryaviation.com)

**Attached to this survey is:**

14CFR 145 Certificate  
EASA Certificate  
Operations Specifications  
Drug and Alcohol Plan (A449)

I certify that this audit was completed on the date listed below:

Auditor:  \_\_\_\_\_

Date: 11/2/2022 \_\_\_\_\_

<b>Policy Certifications</b>		<b>YES</b>	<b>NO</b>	<b>N/A</b>
1	Obtain a copy of the current FAA Air Agency or Transport Canada AMO certificate, Operations Specifications (if applicable), and EASA/Canadian approval documents (if applicable). Are they accurate?  <b>Comments: See Attached Certification Package</b>	<b>X</b>		
2	If the repair station has "Limited Ratings," does the vendor have a capabilities listing that satisfies the standard?	<b>X</b>		
3	Does the vendor only perform work authorized on its Operations Specifications?	<b>X</b>		
4	Does the vendor have an FAA approved anti-drug and alcohol misuse prevention program (A449 and/or Registration)?	<b>X</b>		
5	Does the vendor have a process to ensure that their U.S. based contracted/sub contracted maintenance/preventive maintenance providers, at all tiers (certificated and non-certificated), have an FAA approved anti-drug and alcohol misuse prevention program (A449 and/or Registration).	<b>X</b>		
<b>Quality Program</b>		<b>YES</b>	<b>NO</b>	<b>N/A</b>
1	Does the vendor have an FAA accepted Repair Station Manual and does it meet the requirements of 14 CFR 145.207 & 145.209?	<b>X</b>		
2	Does the vendor have an FAA accepted Quality Control Manual and does it meet the requirements of 14 CFR 145.211?	<b>X</b>		
3	Does the Quality Control Manual include references, where applicable, to manufacturer's inspection standards?	<b>X</b>		
4	Does the Quality Control Manual include samples of and instructions for completing maintenance and inspection forms, or reference a separate forms manual?	<b>X</b>		
5	Does the vendor have an internal audit and surveillance function and are personnel performing internal audits trained?	<b>X</b>		
6	Does the internal audit function ensure compliance with air carrier specifications?	<b>X</b>		
7	Does the internal audit program assure appropriate corrective actions to prevent reoccurrence and follow-up for effectiveness?	<b>X</b>		
8	Does the vendor maintain internal audit reports for at least 24 months and two (2) complete audit cycles and are the results communicated to the Accountable Manager?	<b>X</b>		
9	Does the vendor ensure that contractor/sub-contractor quality meets air carrier specifications and legal requirements?	<b>X</b>		
10	Does the vendor maintain, for a minimum of 24 months, a file of audit findings and corrective actions?	<b>X</b>		
11	Does the vendor maintain a list of contracted/sub-contracted maintenance functions and agencies which includes type of certificate and rating(s), if any, held by each agency?	<b>X</b>		

<b>Quality Program - Continued</b>		<b>YES</b>	<b>NO</b>	<b>N/A</b>
13	Does the vendor have a contract allowing the FAA to inspect non-certificated contractor/sub-contractors?	<b>X</b>		
14	Does the vendor have a procedure for reporting defects, or un-airworthy conditions and suspected unapproved parts to the air carrier and the FAA?	<b>X</b>		
15	Does the vendor have a procedure for reporting defects, or un-airworthy conditions and suspected unapproved parts to the air carrier and the FAA?	<b>X</b>		
<b>Inspection Programs</b>		<b>YES</b>	<b>NO</b>	<b>N/A</b>
1	Is there proper separation of maintenance and inspection responsibilities for vendors that perform required inspections (RII)?	<b>X</b>		
2	Does the vendor properly execute air carriers' required inspections (RII)?	<b>X</b>		
3	Does the vendor have an acceptable receiving inspection system which includes verification of identifying data (P/N, S/N, nomenclature, mod. No.) on the documentation and the data plate match?	<b>X</b>		
4	Does the vendor ensure incoming parts and materials comply with specifications including certification documentation and traceability?	<b>X</b>		
5	Do final inspection personnel ensure that adequate checks, tests, and inspections are performed to air carrier specifications?	<b>X</b>		
6	Do personnel follow the return to service procedures?	<b>X</b>		
7	Does the vendor have an acceptable system for controlling stamps for both inspection and production personnel?			<b>X</b>
<b>Personnel</b>		<b>YES</b>	<b>NO</b>	<b>N/A</b>
1	Has the vendor designated an employee as the "Accountable Manager"?	<b>X</b>		
2	Does the vendor employ a minimum of two (2) persons?	<b>X</b>		
3	Does the roster (Do the rosters) identify all management, supervisory, inspection and personnel authorized for return to service?	<b>X</b>		
4	Does the repair station have an employment summary for all personnel listed on the repair station roster(s)?	<b>X</b>		
5	Do the vendor's supervisory personnel satisfy the requirements of 14 CFR 145.153?	<b>X</b>		
6	Do the vendor's inspection personnel satisfy the requirements of 14 CFR 145.155?	<b>X</b>		
7	Do the vendor's return-to-service personnel satisfy the requirements of 14 CFR 145.157?	<b>X</b>		
8	Do Personnel properly interpret maintenance requirements and obtain approval to deviate from specified customer maintenance data?	<b>X</b>		
9	Do Personnel notify supervisor/lead mechanic of mistakes requiring rectification to meet required customer specified maintenance data?	<b>X</b>		
10	Do Personnel inform and await instructions from their supervisor/lead mechanic in any case where it is impossible to complete the specialized maintenance in accordance with the customer specified maintenance data?	<b>X</b>		

<b>Technical Data</b>		<b>YES</b>	<b>NO</b>	<b>N/A</b>
1	Is the appropriate technical data being utilized (e.g. current CMM, AMM, SRM, etc.)?	<b>X</b>		
2	Does the vendor have a documented system to ensure technical data is current?	<b>X</b>		
3	Does the vendor have records of manual revisions?	<b>X</b>		
4	Does the vendor have a system to control working copies of manuals to ensure they are revised with the masters?	<b>X</b>		
5	Are there established approved procedures controlling revisions in manuals deviating from OEM specifications (e.g. EO, EA, Air Carrier Data, etc.)?	<b>X</b>		
6	If the vendor has ODA authority, does it have a system for receiving air carrier approval prior to use of the data?			<b>X</b>
7	Does the vendor have an approved ODA manual and roster?			<b>X</b>
8	Is technical data stored in a manner that will protect it from dirt and damage?	<b>X</b>		
9	Are adequate viewing devices in good condition and available for viewing the technical data?	<b>X</b>		
10	If the technician is observed deviating from OEM technical data (e.g. alternate tooling/procedures, Process Specs., DER repairs, per an ODA, etc.), have those deviations been approved by the air carrier?	<b>X</b>		
11	Does the vendor have a process to furnish copies of all revised repair Station Manual(s) and/or Quality Manual(s) promptly to all organizations and persons whom the manual(s) has been issued?	<b>X</b>		
<b>Shelf Life Program</b>		<b>YES</b>	<b>NO</b>	<b>N/A</b>
1	Does the vendor have a documented shelf life program?	<b>X</b>		
2	Does each shelf life item have the shelf life expiration limit displayed?	<b>X</b>		
3	Were items sampled for shelf life within limits?	<b>X</b>		
<b>Calibration Program</b>		<b>YES</b>	<b>NO</b>	<b>N/A</b>
1	Does the vendor have a documented calibration program and do they comply with it?	<b>X</b>		
2	Does the program identify the calibration frequencies, limitations, and applicable tolerances or specifications?	<b>X</b>		
3	Does the calibration program require test and inspection equipment/ tools to be traceable to a standard acceptable to the FAA/NAA (e.g., The National Institute of Standards and Technology (NIST))?	<b>X</b>		
4	Does the calibration program require records to be kept for a minimum of two (2) years or two (2) calibration cycles (whichever is greater)?	<b>X</b>		
5	Is there a system to identify each tool in the program, its calibration frequency, and its calibration due date?	<b>X</b>		

<b>Calibration Program - Continued</b>		<b>YES</b>	<b>NO</b>	<b>N/A</b>
7	Does the vendor have a procedure to control the calibration of personal tools? <b>Comments: No Personnel Tools used within the facility.</b>			<b>X</b>
8	Do calibration records for tools and test equipment available for use:			
8a	Show date calibrated?	<b>X</b>		
8b	Show calibration due date?	<b>X</b>		
8c	Identify the person that performed calibration or check?	<b>X</b>		
8d	Contain a calibration certificate for each item calibrated by an outside agency?	<b>X</b>		
8e	Record details of adjustments and repairs?	<b>X</b>		
8f	Show the P/N, S/N, and calibration due date of the standard used to perform the calibration?	<b>X</b>		
9	Where tooling/test equipment is used, does the vendor:			
9a	Have an operating manual and maintenance manual for the equipment?	<b>X</b>		
9b	Perform maintenance and servicing per the manual?	<b>X</b>		
9c	Maintain maintenance and servicing records for two years?	<b>X</b>		
9d	Where applicable, list the equipment in their calibration program?	<b>X</b>		
10	Where a vendor uses non-OEM specified tooling/test equipment, is it properly substantiated as equivalent?	<b>X</b>		
11	Are the tools and test equipment in serviceable condition?	<b>X</b>		
<b>Training Program</b>		<b>YES</b>	<b>NO</b>	<b>N/A</b>
1	Are RII inspectors properly trained and certified?	<b>X</b>		
2	Are the training records retained for a minimum of two (2) years after the employee leaves the company?	<b>X</b>		
3	Do records indicate the vendor provides initial and recurrent training to personnel?	<b>X</b>		
4	Does the vendor have and use a documented training program?	<b>X</b>		
5	Is formal and OJT training documented?	<b>X</b>		
6	Does the vendor's training program include knowledge of regulations, standards, human factors and procedures in accordance with customer requirements?	<b>X</b>		
7	Does the vendor's training program include initial and recurrent training?	<b>X</b>		

<b>Housing and Facilities/Safety/Security/Fire Protection</b>		<b>YES</b>	<b>NO</b>	<b>N/A</b>
1	If the vendor deals in non-aircraft parts, materials and/or maintenance activities, are they adequately segregated from the aircraft functions?	<b>X</b>		
2	Does the vendor have:			
2a	Sufficient work space and areas for the proper segregation and protection of articles?	<b>X</b>		
2b	Segregated work areas enabling environmentally hazardous or sensitive operations such as painting, cleaning, welding, avionics work, and machining to be done properly and in a manner that does not adversely affect other maintenance?	<b>X</b>		
2c	Suitable racks, hoists, trays, stands, and other segregation means for the storage and protection of all articles?	<b>X</b>		
2d	Space sufficient to segregate articles and materials stocked for installation from those undergoing maintenance, preventive maintenance, or alterations?	<b>X</b>		
2e	Ventilation, lighting, and control of temperature, humidity, and other climatic conditions sufficient to ensure personnel perform maintenance, preventive maintenance, or alterations to the standards required by the part?	<b>X</b>		
2f	Areas for receiving and for shipping air carriers' units with adequate space, lighting, shelving, security and fire protection to accommodate air carriers' units in a manner that will preclude damage, loss, and theft?	<b>X</b>		
2g	Adequate and appropriate storage area to safely store air carriers' reusable shipping containers and to protect them from environmental damage?	<b>X</b>		
2h	Does the vendor have controls in place to prevent foreign object damage to (or contamination of) all aviation products in any area where articles are stored or worked (e.g. fuel controls, hydraulic units, instruments, electronic components, structural components, etc.), including such from smoking, eating, or drinking?	<b>X</b>		
3	If the vendor performs maintenance, preventive maintenance, or alterations on articles outside of its housing, does it provide suitable facilities that are acceptable to the FAA/NAA and its air carriers?	<b>X</b>		
4	Do facilities outside of the vendor's housing meet the requirements of this standard so that the work can be done in accordance with the requirements of 14 CFR 43?	<b>X</b>		
5	Does the vendor have adequate safety procedures in place and are the operations conducted in a safe manner and environment?	<b>X</b>		
6	Is the security system adequate to ensure safety and security of air carrier's parts and aircraft?	<b>X</b>		
<b>Storage</b>		<b>YES</b>	<b>NO</b>	<b>N/A</b>
1	Are parts and materials correctly identified and properly stored?	<b>X</b>		
2	Does the vendor have a quarantine area for rejected parts and materials awaiting disposition?	<b>X</b>		
3	Are parts and material properly protected from damage and deterioration?	<b>X</b>		
4	Are flammable, toxic or volatile materials properly identified and stored?	<b>X</b>		

<b>Storage - Continued</b>		<b>YES</b>	<b>NO</b>	<b>N/A</b>
5	Are sensitive parts and equipment (oxygen parts, o-rings, electrostatic sensitive devices, temperature/humidity controlled item, etc.) properly packaged, identified and stored to protect from damage and contamination?	<b>X</b>		
6	Are high pressure bottles correctly labeled, properly stored and secured?	<b>X</b>		
7	Does the vendor maintain traceability certification on all parts and raw materials?	<b>X</b>		
<b>Records</b>		<b>YES</b>	<b>NO</b>	<b>N/A</b>
1	Does the vendor's record keeping system and retention time meet 14 CFR requirements?	<b>X</b>		
<b>Work Processing</b>		<b>YES</b>	<b>NO</b>	<b>N/A</b>
1	Does the vendor have a duty time limitation requirement?			<b>X</b>
2	Are all required licenses and repairman certificates available for review?	<b>X</b>		
3	Does the vendor have appropriate tools and test equipment (including equivalent non-OEM) to perform the work?	<b>X</b>		
4	Are the tools and test equipment in serviceable condition?	<b>X</b>		
5	Are calibrated tools and equipment labels showing within calibration and are they legible?	<b>X</b>		
6	Are air carriers' parts properly identified throughout the maintenance actions and in storage?	<b>X</b>		
7	Does the vendor have a work turnover procedure and are they following it?	<b>X</b>		
8	Does the vendor have procedures to:			
8a	Obtain air carrier specifications?	<b>X</b>		
8b	Incorporate air carrier specifications into their work processes and to ensure any subcontractor used also incorporates those specifications with adequate documentation?	<b>X</b>		
8c	Verify that air carrier specifications were incorporated?	<b>X</b>		
8d	Obtain approval for deviating, if necessary, from air carrier specifications?	<b>X</b>		
8e	Have adequate checks, inspections, and tests to ensure work was performed to air carrier specifications?	<b>X</b>		
8f	Procedures to ensure the work documents returned from a subcontractor (at any tier) are adequate to support a major/minor determination?	<b>X</b>		
9	Is the unit/aircraft protected from FOD?	<b>X</b>		
10	Are fluid dispensing cans and servicing units properly identified?	<b>X</b>		

<b>Work Processing - Continued</b>		<b>YES</b>	<b>NO</b>	<b>N/A</b>
11	Are the vendor's work records complete, in order, and legible?	<b>X</b>		
12	Do the work package records contain:			
12a	The description of the work performed, reference to data and revision level?	<b>X</b>		
12b	The date of completion of the work performed?	<b>X</b>		
12c	The name of the person performing the work?	<b>X</b>		
12e	The name of the person inspecting the work?	<b>X</b>		
12f	The signature, certificate number of the person returning the article to service?	<b>X</b>		
12g	Are all test and inspection records in work package?	<b>X</b>		
13	Does the vendor's return-to-service document meet air carrier and FAA requirements?	<b>X</b>		
14	Does the vendor maintain certification on sub-contractor work?	<b>X</b>		
15	Were Major repairs/alterations properly documented?	<b>X</b>		
16	Were ADs properly evaluated, accomplished, and documented?	<b>X</b>		
17	Is maintenance properly performed and documented for:			
17a	Preliminary inspection?	<b>X</b>		
17b	Functional test?	<b>X</b>		
17c	Hidden damage inspection?	<b>X</b>		
17d	Unit disassembly per instructions?	<b>X</b>		
17e	Unit cleaning per instructions?	<b>X</b>		
17f	Parts inspection/checking per instructions?	<b>X</b>		
17g	Parts repairing per instructions?	<b>X</b>		
17h	Properly taking and recording fits and clearances?	<b>X</b>		
17j	Unit reassembly per instructions?	<b>X</b>		
17k	Unit functional testing per instructions?	<b>X</b>		
17l	Final Return to Service inspection?	<b>X</b>		
18	Are components returned in an appropriate shipping container or as specified by the air carrier?	<b>X</b>		

<b>Scrap Parts Program</b>		<b>YES</b>	<b>NO</b>	<b>N/A</b>
1	Does the vendor have a documented procedure for controlling scrapped parts?	<b>X</b>		
2	Does the scrap program assure that scrapped parts are either returned to the air carrier or mutilated beyond repair?	<b>X</b>		
3	Does the scrap program require a record of scrapped life-limited parts to be maintained for a minimum of two (2) years?	<b>X</b>		
4	Does the record include the P/N, S/N and date of the scrapped part?	<b>X</b>		
5	Does the vendor comply with its scrapped parts procedure to ensure they are either returned to the air carrier or mutilated beyond repair?	<b>X</b>		
<b>Hazmat Program</b>		<b>YES</b>	<b>NO</b>	<b>N/A</b>
1	If the vendor is identified as a Hazmat employer per 49 CFR Part 171.8, do they have an approved Hazmat training program that meets the requirements of 49 CFR Part 172 subpart H?	<b>X</b>		
<b>Electrostatic Sensitive Device (ESD) Program</b>		<b>YES</b>	<b>NO</b>	<b>N/A</b>
1	Does the vendor, which works on or handles ESD components, have a documented ESD Program in place?	<b>X</b>		
2	Are shop floor grids grounded if installed?			<b>X</b>
3	Are all ESDs only handled using grounding wrist or heel straps and conductive desk mats?	<b>X</b>		
4	Are devices contained in ESD conductive packaging sealed with conductive tape?	<b>X</b>		
5	Are ESDs prevented from being stored on shelving covered with carpet, foam, vinyl or any other material that can store or produce an electrical charge?	<b>X</b>		
6	Are appropriate warnings and caution signs and decals placed in areas where ESDs are handled?	<b>X</b>		
7	Are wrist/heel straps, and grounding mats tested for conductivity at regular intervals or prior to use, and such test results are recorded?	<b>X</b>		
8	Are maintenance personnel trained on ESD handling?	<b>X</b>		

UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

# Air Agency Certificate

*Number* HKGR701E

*This certificate is issued to*

**BERRY AVIATION, INC.**

*whose business address is*

**2175 AIRPORT DRIVE  
SAN MARCOS, TEXAS 78666**

*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:*

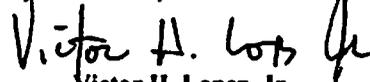
**AIRFRAME, CLASS 3 AND 4 (11/08/2019)  
POWERPLANT, CLASS 1, 2 AND 3 (11/08/2019)  
LIMITED INSTRUMENTS (03/02/2006)  
LIMITED RADIO (03/02/2006)  
PROPELLER, CLASS 1 AND 2 (11/08/2019)  
ACCESSORIES, CLASS 1, 2 AND 3 (11/08/2019)  
LIMITED NDI (02/22/2018)**

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

*Date issued:*

**NOVEMBER 12, 1996**

*By direction of the Administrator*



**Victor H. Lopez, Jr.  
Acting Manager, San Antonio FSDO**

**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**

Table of Contents

Part A

	IIQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
001 Issuance and Applicability	02/11/2016	10/21/2019	52
002 Definitions and Abbreviations	12/14/2017	07/29/2019	10
003 Ratings and Limitations	04/03/2017	12/04/2019	16
004 Summary of Special Authorizations and Limitations	09/23/1998	12/05/2019	19
007 Designated Persons	12/19/2006	07/29/2019	19
025 Electronic/Digital Recordkeeping System, Electronic/Digital Signature, and Electronic Media	04/03/2017	07/29/2019	1
101 Additional Fixed Locations	02/15/2018	12/04/2019	0
449 Antidrug and Alcohol Misuse Prevention Program	07/17/2009	12/04/2019	3

**A001 . Issuance and Applicability**

**HQ Control: 02/11/2016**

**HQ Revision: 05e**

a. These operations specifications are issued to Berry Aviation, Inc., a The repair station certificate holder shall conduct operations in accordance with 14 CFR Part 145 and these operations specifications.

The certificate holder's address:

Fixed Location:  
2175 Airport Drive  
San marcos, Texas 78666

Mailing Address:  
1807 AIRPORT DRIVE  
SAN MARCOS, Texas 78666

b. The holder of these operations specifications is the holder of certificate number HKGR701E and shall hereafter be referred to as the "certificate holder".

c. These operations specifications are issued as part of this repair station certificate and are in effect as of the date approval is effective. This certificate and these operations specifications shall remain in effect until the certificate for a repair station that is located in the United States is surrendered, suspended, or revoked.

c. The certificate holder is authorized to use only the business name which appears on the certificate to conduct the operations described in subparagraph a.

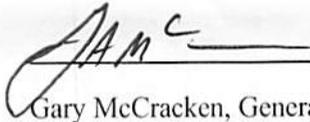
Delegated authorities: None

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



Digitally signed by Randell J Kaser, Principal Maintenance Inspector (SW17)  
[1] EFFECTIVE DATE: 10/21/2019, [2] AMENDMENT #: 52  
DATE: 2019.10.21 14:15:28 -05:00

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

  
\_\_\_\_\_

Gary McCracken, General Manager

10/22/2019

Date

**A002 . Definitions and Abbreviations**

**HQ Control: 12/14/2017**

**HQ Revision: 05d**

Unless otherwise defined in these operations specifications, all words, phrases, definitions, and abbreviations have identical meanings to those used in 14 CFR and 49 U.S.C., as cited in Public Law 103-272, as amended. Additionally, the definitions listed below are applicable to operations conducted in accordance with these operations specifications.

<b>BASA</b>	The Bilateral Aviation Safety Agreement (BASA) is an executive agreement concluded between the United States and a foreign country for the purpose of promoting aviation safety; also known as an Agreement for the Promotion of Aviation Safety.
<b>Certificate Holder</b>	In these operations specifications, the term "certificate holder" means the holder of the repair station certificate described in these operations specifications in Part A paragraph A001 and any of its officers, employees, or agents used in the conduct of operations under this certificate.
<b>CAAS</b>	Civil Aviation Authority of Singapore
<b>CFR</b>	Code of Federal Regulations
<b>Class Rating</b>	As used with respect to the certification, ratings, privileges of airframes, powerplants, propellers, radios, instruments, and accessories within a category having similar operating characteristics.
<b>EASA</b>	European Aviation Safety Agency
<b>EASA Accountable Manager</b>	The manager who has corporate authority for ensuring that all maintenance required by the customer can be financed and carried out to the standard required by the EASA full-member Authority.
<b>EU</b>	European Union
<b>Exemption</b>	An authorization that permits an alternate means of compliance with a specific CFR. The exemption must meet the procedural requirements of 14 CFR Part 11.
<b>FOCA</b>	Federal Office of Civil Aviation
<b>FAA Accountable Manager</b>	A person designated by the certificated repair station who is responsible for and has authority over all repair station operations that are conducted under 14 CFR Part 145, including ensuring that the repair station's personnel follow the regulations and serving as the primary contact with the FAA.

<b>Geographic Authorization</b>	Authorization provided to a repair station located outside the United States to perform maintenance support under contract for a U.S. air carrier (or an operator of U.S.- registered aircraft under 14 CFR Part 129) at a location other than the repair station's main facility. A geographic authorization is issued by the FAA to respond to a U.S. air carrier's or Part 129 foreign operator's need for maintenance at a station where the frequency and scope of that maintenance does not warrant permanently staffing and equipping the station for its accomplishment.
<b>Limited Rating</b>	A rating issued to repair stations for the performance of maintenance on particular makes and models of airframes, powerplants, propellers, radios, instruments, accessories, and/or parts.
<b>Limited Ratings - Specialized Services</b>	Rating issued for a special maintenance function when the function is performed in accordance with a specification approved by the Administrator.
<b>Line Maintenance</b>	Any unscheduled maintenance resulting from unforeseen events, or scheduled checks where certain servicing and/or inspections do not require specialized training, equipment, or facilities.
<b>MAG</b>	The Maintenance Annex Guidance (MAG) defines the process that the FAA and EASA undertake in the inspection, findings of compliance certification, and monitoring of repair stations, as well as their joint cooperation in quality assurance and standardization activities in support of the EASA Agreement, Annex 2, Maintenance. The term Maintenance Agreement Guidance (MAG) defines the processes and activities applicable to a specific country under an MIP, and is not associated with the EASA Agreement.
<b>Maintenance</b>	The inspection, overhaul, repair, preservation, and replacement of parts, but excludes preventive maintenance.
<b>U.S./EU Aviation Safety Agreement, Annex 2, Maintenance</b>	Annex 2 covers the reciprocal acceptance of findings of compliance, approvals, documentation and technical assistance regarding approvals and the monitoring of repair stations/maintenance organizations.
<b>MIP</b>	Maintenance Implementation Procedures (MIP) are procedures for implementing the provisions of a BASA that apply to maintenance performed under 14 CFR Part 145, Section 145.53(b).
<b>MOE</b>	A maintenance organization exposition (MOE) pertains to procedural manuals used by maintenance organizations certificated by a foreign country. The MOE along with the FAA Supplement, sets forth the structure and procedures of the repair station to meet the requirements of 14 CFR Part 145 under a MIP.

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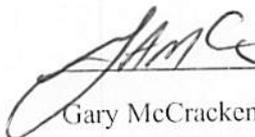
<b>Preventive Maintenance</b>	As defined in 14 CFR part 1 and part 43 appendix A, subparagraph (c).
<b>QCM</b>	Quality Control Manual
<b>Repair Station located in the United States</b>	A FAA certificated repair station located in the United States.
<b>Repair Station located outside the United States</b>	A FAA certificated repair station located outside of the United States.
<b>RSM</b>	Repair Station Manual

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



Digitally signed by Randell J Kaser, Principal Maintenance Inspector (SW17)  
[1] EFFECTIVE DATE: 7/29/2019, [2] AMENDMENT #: 10  
DATE: 2019.07.29 08:31:57 -05:00

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

  
\_\_\_\_\_  
Gary McCracken, General Manager

*8/8/2019*  
\_\_\_\_\_  
Date

**A003 . Ratings and Limitations**

**HQ Control: 04/03/2017**

**HQ Revision: 01a**

The certificate holder is authorized the following Ratings and/or Limitations:

**Class Ratings**

Airframe Class 3: All-Metal Construction of Small Aircraft

Airframe Class 4: All-Metal Construction of Large Aircraft

Power Plant Class 1: Reciprocating Engines of 400 HP or Less

Power Plant Class 2: Reciprocating Engines of more than 400 HP

Power Plant Class 3: Turbine Engines

Accessory Class 1: Mechanical Accessories

Accessory Class 2: Electrical Accessories

Accessory Class 3: Electronic Accessories

**Limited Ratings**

<b><u>Rating</u></b>	<b><u>Manufacturer</u></b>	<b><u>Make/Model</u></b>	<b><u>Limitations</u></b>
Propellers	From the Capability List, as amended.	From the Capability List, as amended.	Limited to perform Maintenance, Preventive Maintenance and Substantial Maintenance Excluding Overhaul.
Instruments	From the Capability List, as amended.	From the Capability List, as amended.	Limited to Perform 91.411 Altimeter, Static Systems and Automatic reporting systems Test and Inspections in accordance with FAR 43, Appendix E. Performance of required tests and inspections may include adjustments of altimeter baro.
Radio	From the Capability List, as amended.	From the Capability List, as amended.	Limited to Perform 91.413 Transponder Test and Inspection to be accordance with FAR 43, Appendix F. Performance of required tests and inspections may include adjustments of encoder.
Nondestructive Inspection, Testing, and Processing	N/A	N/A	ULTRASONIC - Limited to work performed in accordance with MIL-HDBK-728/6, ASTM-B-594, Manufacturers Current Manuals, Instructions for Continued Airworthiness, Air Carrier Instructions and other data approved by the administrator. Personnel shall meet certification requirements of NAS410 specifications.
Nondestructive Inspection,	N/A	N/A	EDDY CURRENT - Limited to work performed in accordance with MIL-HDBK-728/2, ASTM-E-

<u>Rating</u>	<u>Manufacturer</u>	<u>Make/Model</u>	<u>Limitations</u>
Testing, and Processing			1004, Manufacturers Current Manuals, Instructions for Continued Airworthiness, Air Carrier Instructions and other data approved by the administrator. Personnel shall meet certification requirements of NAS410 specifications
Nondestructive Inspection, Testing, and Processing	N/A	N/A	LIQUID PENETRANT - Limited to work performed in accordance with MIL-HDBK-728/3, ASTM-E-1417, Manufacturers Current Manuals, Instructions for Continued Airworthiness, Air Carrier Instructions and other data approved by the administrator. Personnel shall meet certification requirements of NAS410 specifications
Nondestructive Inspection, Testing, and Processing	N/A	N/A	MAGNETIC PARTICLE - Limited to work performed in accordance with MIL-HDBK-728/4A, ASTM-E-1444, Manufacturers Current Manuals, Instructions for Continued Airworthiness, Air Carrier Instructions and other data approved by the administrator. Personnel shall meet certification requirements of NAS410 specifications
Landing Gear Components	From the Capability List, as amended.	From the Capability List, as amended.	Limited to perform Maintenance, Preventive Maintenance and Substantial Maintenance Including Overhaul.

**Limited Ratings - Specialized Services**

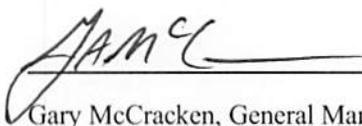
<u>Rating</u>	<u>Specifications</u>	<u>Limitations</u>
None Authorized	None Authorized	

1. The Certificate Holder applies for the Operations in this paragraph.
2. These Operations Specifications are approved by direction of the Administrator.



Digitally signed by Michael L. Smith, Principal Avionics Inspector (SW17)  
[1] EFFECTIVE DATE: 12/4/2019, [2] AMENDMENT #: 16  
DATE: 2019.12.04 06:39:34 -06:00

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

  
\_\_\_\_\_

Gary McCracken, General Manager

12/5/2019  
Date

**A004 . Summary of Special Authorizations and Limitations**

**HQ Control: 09/23/1998**

**HQ Revision: 010**

**a. The certificate holder, in accordance with the reference paragraphs, is authorized to:**

	Reference Paragraphs
Use an acceptable electronic recordkeeping system, electronic/digital signature, and/or electronic media.	A025
Perform work, including continuous operations, at additional locations other than at its primary fixed location.	A101
Conduct operations choosing to have an antidrug and alcohol misuse prevention program.	A449
Perform work, excluding continuous operations, at additional locations other than at its primary Fixed Location.	D100

**b. The certificate holder is *not authorized and shall not*:**

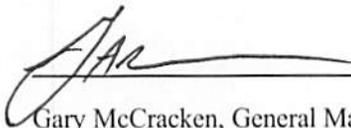
	Reference Paragraphs
Use Exemptions.	A005
Perform maintenance with ratings for repair stations located outside the United States under a Bilateral Aviation Safety Agreement with Maintenance Provisions.	A060
Perform maintenance in accordance with foreign repair station geographic authorizations.	B050
Perform line maintenance for cert. holders conducting operations under Parts 121 and 135 and for foreign carriers/persons operating non-U.S. registered aircraft in common carriage under Part 129, apart from D100 which authorizes that work away from station.	D107

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



Digitally signed by Michael L. Smith, Principal Avionics Inspector (SW17)  
[1] EFFECTIVE DATE: 12/5/2019, [2] AMENDMENT #: 19  
DATE: 2019.12.05 14:34:46 -06:00

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

  
\_\_\_\_\_

Gary McCracken, General Manager

*12/12/2019*

Date

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**A007 . Designated Persons**

HQ Control: 12/19/2006

HQ Revision: 030

a. The personnel listed in the following table are designated to officially apply for and receive operations specifications for the certificate holder indicated below.

**Table 1 – Designated Persons to Apply for and Receive Authorizations**

Title	Name	Parts Authorized
FAA Accountable Manager, 145 / General Manager	McCracken, Gary	A,D
Chief Inspector / Chief Inspector	Jacobs, Robert	A,D
Agent for Service / President	Finch, Stanley F	A,D

b. The following personnel listed in Table 2 are designated by the certificate holder to receive Information for Operators (INFO) messages for the certificate holder as indicated below. A receipt for the information by an operator or person is not required.

**Table 2 – Designated to Receive INFO Messages**

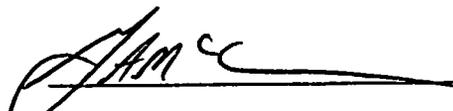
Name	Email Address	Telephone No.	Type of Information to Receive
Gury McCracken	gmccracken@berryaviation.com	512-353-2379	ALL
Robert Jacobs	rjacobs@berryaviation.com	512-353-2379	ALL

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



Digitally signed by Randell J Kaser, Principal Maintenance Inspector (SW17)  
[1] EFFECTIVE DATE: 7/29/2019, [2] AMENDMENT #: 19  
DATE: 2019.07.29 08:50:32 -05:00

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

  
Gary McCracken, General Manager

  
Date

**A025 . Electronic/Digital Recordkeeping System,  
Electronic/Digital Signature, and Electronic Media**

HQ Control: 04/03/2017

HQ Revision: 00b

a. The certificate holder is authorized to use an acceptable electronic/digital recordkeeping system, described and/or referenced in this paragraph (if none, enter N/A.)

N/A

b. The certificate holder is authorized the use of the following electronic/digital signature procedures (if none, enter "N/A").

N/A

c. The certificate holder is authorized to use electronic media for the repair station and quality control manuals, if acceptable (if none, enter "N/A").

Berry Aviation Inc. Repair Station and Quality Control Manual, Chapter 7.

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator.



Digitally signed by Randell J Kaser, Principal Maintenance Inspector (SW17)  
[1] EFFECTIVE DATE: 7/29/2019, [2] AMENDMENT #: 1  
DATE: 2019.07.29 08:38:48 -05:00

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

  
Gary McCracken, General Manager

  
Date

**A101 . Additional Fixed Locations**

**HQ Control: 02/15/2018**

**HQ Revision: 01a**

a. The certificate holder may perform work at the following additional fixed location(s) listed in Table 1 below, provided it has the facilities, material, equipment and technical personnel to perform the work authorized :

**Table 1**

Additional Location Address(es)				
Address	City	State	Country	Postal Code
1749 Airport Drive	San Marcos	Texas	UNITED STATES	78666

b. This authorizes the certificate holder to use multiple locations to perform its operations under a single certificate.

c. This authorization does not constitute work performed at additional location(s) outside the domiciled country.

d. The certificate holder may perform continuous operations at the facilities listed in Table 1 above.

e. All the authorizations and exemptions authorized for the certificate holder apply at these locations, as applicable.

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator.



Digitally signed by Michael L. Smith, Principal Avionics Inspector (SW17)

[1] EFFECTIVE DATE: 12/4/2019, [2] AMENDMENT #: 0

DATE: 2019.12.04 16:31:17 -06:00

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

  
\_\_\_\_\_  
Gary McCracken, General Manager

12/12/2019  
\_\_\_\_\_  
Date

**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:	A3 (HKGA)
Address:	1807 Airport Drive
Address:	
City:	San Marcos
State:	TX
Zip code:	78666

**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.

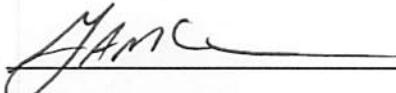
The certificate holder has fewer than 50 safety-sensitive employees.

1. The Certificate Holder applies for the Operations in this paragraph.
2. These Operations Specifications are approved by direction of the Administrator.



Digitally signed by Michael L. Smith, Principal Avionics Inspector (SW17)  
[1] EFFECTIVE DATE: 12/4/2019, [2] AMENDMENT #: 3  
DATE: 2019.12.04 06:39:38 -06:00

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

  
\_\_\_\_\_  
Gary McCracken, General Manager

*12/5/2019*  
\_\_\_\_\_  
Date

Table of Contents

Part D

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
100 Work to be Performed at a Place Other Than the Repair Station Fixed Location(s)	11/16/2004	11/08/2019	9

**D100 . Work to be Performed at a Place Other Than the Repair Station Fixed Location(s) HQ Control: 11/16/2004**  
**HQ Revision: 050**

- a. The certificate holder may perform work at a place other than its Fixed Location (as listed in paragraph A001, and paragraph A101 if issued, of these operations specifications) provided it has the facilities, material, equipment and technical personnel to perform the work authorized in the following table.

Table 1

Work Authorized	Repair Stations Manual References	Quality Control Manual References
As listed in Paragraph A003	Section 1.4	

- b. The certificate holder **may not** perform **continuous** operation at a facility other than the station's Fixed Location listed in paragraph A001, and paragraph A101 if issued.
- c. Line Stations. Privileges of a line station, as set forth by the EASA certificate and scope of work and located within the country where the main facility is domiciled are listed in Table 1 are authorized.
- d. Work may be due to a special circumstance or on a recurring basis. If on a recurring basis, the repair station must have procedures in its manual.

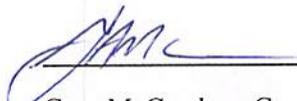
*Corrected Manual reference*

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



Digitally signed by Randell J Kaser, Principal Maintenance Inspector (SW17)  
[1] EFFECTIVE DATE: 11/8/2019, [2] AMENDMENT #: 9  
DATE: 2019.11.08 09:13:53 -06:00

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

  
\_\_\_\_\_  
Gary McCracken, General Manager

11/12/2019  
\_\_\_\_\_  
Date

**Lorenzo PELLEGRINI**  
Maintenance Organisation Oversight Section Manager  
Flight Standards Directorate

2022 /IFPF35947/Flight Standards  
Cologne, 28 June 2022

The Quality Manager  
BERRY AVIATION, INC.  
1807 AIRPORT DRIVE  
78666 SAN MARCOS TEXAS  
UNITED STATES

**Subject: Renewal of EASA Part-145 approval in accordance with the provisions of the Agreement between the United States of America and the European Community on Cooperation in the Regulation of Civil Aviation Safety.**

Enclosure: EASA Part-145 approval certificate

Dear Sir or Madam,

Following a positive recommendation from the FAA the European Union Aviation Safety Agency is pleased to confirm the renewed validity of Part-145 approval:

**EASA.145.6837**

Subject to continued compliance with the FAR 145 and the EASA special conditions as detailed in the Agreement between the United States of America and the European Community on Cooperation in the Regulation of Civil Aviation Safety and associated Maintenance Annex Guidance (MAG), your renewal date will be:

**29 August 2024**

To ensure that the FAA and EASA have sufficient time to process your renewal please provide your renewal paperwork package at least 90 days before the date above. Do refer to the latest renewal procedures and documents available from <https://www.easa.europa.eu/> to avoid delays.

This certificate supersedes the previous revision of the approval certificate. Please destroy the superseded certificate. There is no need for you to return it to the Agency.

Should you have further queries, please do not hesitate to contact us at the e-mail indicated below. Please assist us by always quoting your EASA approval number in any correspondence with the Agency.

Yours faithfully,

Lorenzo PELLEGRINI

**This is a computer generated document valid without a signature**



## U.S. APPROVAL CERTIFICATE

**EASA.145.6837**

Taking into account the provisions of Article 68 of Regulation (EU) 2018/1139 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 Union Aviation Safety Agency (EASA) hereby certifies:

**BERRY AVIATION, INC.**

FAA Number: HKGR701E

**2175 AIRPORT DRIVE  
78666 SAN MARCOS TEXAS  
UNITED STATES**

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) 1321/2014.
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:

**29 August 2024**

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

Date of issue: **28 June 2022**

Signed:



**For the European Union Aviation Safety Agency**





## Quality Policy

### **Quality Policy Statement:**

The Quality Policy of Berry Aviation Inc, is to provide high and consistent quality in the servicing of aviation products and articles. We are always mindful of the fact that the items we service, are used on aircraft and all of their systems, an environment where safety is paramount.

All work is done in conformance to Berry Aviation Inc.'s Repair Station Quality Manual and Quality Manual Supplement, the applicable technical and administrative operating policies and procedures of Berry Aviation Inc, legal and regulatory requirements, and specific customer requirements.

Through front-line input and management leadership, we will continue to improve our people and processes to anticipate, meet, and exceed the needs of our customers.

We support the continually improving quality of our customer's maintenance and other technical operations through the services we provide.

Quality Objectives are:

1. To meet or exceed customer delivery expectations on at least 90% of the repair orders.
2. To ensure the internal rejects do not exceed 2.5% of the articles serviced.
3. To ensure customers' rejects are a maximum 1% of the articles serviced for the customer.
4. Compliance with statutory and regulatory requirements
  - a. This objective is measured by zero actions that lead to violations or findings from regulatory inspections.
5. To maintain the AS9100 Standard requirements through the completion of successful follow-up audits.
  - a. This objective is measured by no major non-conformance findings on surveillance audits.
6. To develop and implement LEAN practices within the organization.
  - a. This objective is measured by the improvement of the delivery times, reduction of internal and external rejects and the increased profitability of the organization.