

Company Name and Contact Information

|                             |         |  |
|-----------------------------|---------|--|
| 25+ Repair Center, Inc.,    | phone   | +1 954 749 1503  |
| DBA LEKi TECH               | fax     | +1 954 666 4880  |
| 14251 NW 4 <sup>th</sup> ST | email   | info@lekitech.com                                      |
| Sunrise, FL 33325           | website | <a href="http://www.lekitech.com">www.lekitech.com</a> |
| United States               |         |  |

Company Details

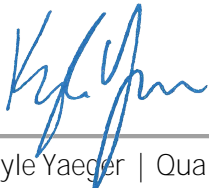
|  |                     |                  |
|--|---------------------|------------------|
| Leki Tech USA is a FAA and EASA approved 145 repair facility. The company prides itself on being able to manage all aspects of repair projects, from conception to end product, through decades of experience and expertise. | CEO                 | Kim Kroejby      |
|  | Accountable Manager | Peter Kjeldsen   |
|  | Operations Manager  | Joseph Rodriguez |
|  | Quality Manager     | Kyle Yaeger      |

Quality Assurance Approvals

|                                  |                                     |
|----------------------------------|-------------------------------------|
| FAA 145 APPROVAL                 | Originally Issued: 27 February 2019 |
| Certified Repair Station Number: | 25LR519D                            |
| Issued by FAA                    | Expiration: Indefinite              |
| EASA 145 APPROVAL                | Issued: <b>01 September 2021</b>    |
| Certified Repair Station Number: | EASA.145.6888                       |
| Issued by EASA                   | Expiration: <b>06 August 2023</b>   |

Sunrise, FL **Aug, 2021**

The information provided in this Quality Self-Assessment Form is true and correct as of the date signed below.



Kyle Yaeger | Quality Control Manager

If you need any further information, please contact Mr. Kyle Yaeger, Quality Control Manager at +1 954 372 3097 (direct) or send an email to [qualityusa@lekiaviation.com](mailto:qualityusa@lekiaviation.com).

Quality System Manual

|   |  |     |    |     |
|---|--|-----|----|-----|
| 1 | Is there an established Quality System and does the Quality Manual adequately describe the system? | YES | NO | N/A |
|   |  | X   |    |     |
| 2 | Are there Quality Procedures available to the employees?   | YES | NO | N/A |
|   |  | X   |    |     |
| 3 | Are the electronically stored manuals and the procedures kept up to date?                          | YES | NO | N/A |
|   |  | X   |    |     |
| 4 | Is there an Internal Audit Plan and will you make this available to the customer?                  | YES | NO | N/A |
|   |  | X   |    |     |
| 5 | Are corrective actions registered and actioned?  | YES | NO | N/A |
|   |  | X   |    |     |

Facilities

|   |  |     |    |     |
|---|--|-----|----|-----|
| 6 | Is there adequate storage space to avoid damage and mishandling?                   | YES | NO | N/A |
|   |  | X   |    |     |
| 7 | Are the premises secure?   | YES | NO | N/A |
|   |  | X   |    |     |
| 8 | Are aircraft parts and components segregated from non-aviation parts and material? | YES | NO | N/A |
|   |  | X   |    |     |

|    |  |     |    |     |
|----|--|-----|----|-----|
| 9  | Are serviceable and un-serviceable parts and components segregated?              | YES | NO | N/A |
|    |  | X   |    |     |
| 10 | Is there a quarantine facility segregated from the rest of parts and components? | YES | NO | N/A |
|    |  | X   |    |     |

Training & Authorized Personnel

|    |   |     |    |     |
|----|---|-----|----|-----|
| 11 | Are employees who perform inspection, shipping and receiving properly trained?                                    | YES | NO | N/A |
|    |   | X   |    |     |
| 12 | Are both formal classes and on-the-job trainings documented and updated?  | YES | NO | N/A |
|    |   | X   |    |     |
| 13 | Do you keep records of employees with inspection stamps which gives them authorization to sign quality documents? | YES | NO | N/A |
|    |   | X   |    |     |

Procurement

|    |  |     |    |     |
|----|--|-----|----|-----|
| 14 | Does the system assure that parts and components conform to the documentation and requirements of PART145?   | YES | NO | N/A |
|    |  | X   |    |     |
| 15 | Does the system assure special requirements are adequately communicated to the procurement source?   | YES | NO | N/A |
|    |  | X   |    |     |
| 16 | Does the system assure that the parts and components conform to the customer's purchase request and that deviations are approved in writing by the customer? | YES | NO | N/A |
|    |  | X   |    |     |
| 17 | Does the system require Leki to keep a list of approved suppliers?   | YES | NO | N/A |
|    |  | X   |    |     |

- |     |  |   |     |    |     |   |  |  |
|-----|--|---|-----|----|-----|---|--|--|
| 18  | Does the system assure that parts and components procured has not been subject to extreme stress of heat and are identified as such?   | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px 10px;">YES</td> <td style="padding: 2px 10px;">NO</td> <td style="padding: 2px 10px;">N/A</td> </tr> <tr> <td colspan="3" style="text-align: center; padding: 5px 0;">X</td> </tr> </table> | YES | NO | N/A | X |  |  |
| YES | NO   | N/A   |     |    |     |   |  |  |
| X   |  |   |     |    |     |   |  |  |
| 19  | Does the system assure that parts and components procured are identified as overhauled, serviceable or modified and that all have the appropriate documentation and/or tags? | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px 10px;">YES</td> <td style="padding: 2px 10px;">NO</td> <td style="padding: 2px 10px;">N/A</td> </tr> <tr> <td colspan="3" style="text-align: center; padding: 5px 0;">X</td> </tr> </table> | YES | NO | N/A | X |  |  |
| YES | NO   | N/A   |     |    |     |   |  |  |
| X   |  |   |     |    |     |   |  |  |

Receiving Inspection

- |     |   |   |     |    |     |   |  |  |
|-----|---|---|-----|----|-----|---|--|--|
| 20  | Does the inspection program include:                        |   |     |    |     |   |  |  |
| 20a | A check for obvious physical damage?                        | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px 10px;">YES</td> <td style="padding: 2px 10px;">NO</td> <td style="padding: 2px 10px;">N/A</td> </tr> <tr> <td colspan="3" style="text-align: center; padding: 5px 0;">X</td> </tr> </table> | YES | NO | N/A | X |  |  |
| YES | NO  | N/A   |     |    |     |   |  |  |
| X   |   |   |     |    |     |   |  |  |
| 20b | Verification of appropriate plugs, caps etc.?               | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px 10px;">YES</td> <td style="padding: 2px 10px;">NO</td> <td style="padding: 2px 10px;">N/A</td> </tr> <tr> <td colspan="3" style="text-align: center; padding: 5px 0;">X</td> </tr> </table> | YES | NO | N/A | X |  |  |
| YES | NO  | N/A   |     |    |     |   |  |  |
| X   |   |   |     |    |     |   |  |  |
| 20c | Verification of appropriate certificates and documentation? | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px 10px;">YES</td> <td style="padding: 2px 10px;">NO</td> <td style="padding: 2px 10px;">N/A</td> </tr> <tr> <td colspan="3" style="text-align: center; padding: 5px 0;">X</td> </tr> </table> | YES | NO | N/A | X |  |  |
| YES | NO  | N/A   |     |    |     |   |  |  |
| X   |   |   |     |    |     |   |  |  |
| 20d | Verification of part numbers, quantities matches            | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px 10px;">YES</td> <td style="padding: 2px 10px;">NO</td> <td style="padding: 2px 10px;">N/A</td> </tr> <tr> <td colspan="3" style="text-align: center; padding: 5px 0;">X</td> </tr> </table> | YES | NO | N/A | X |  |  |
| YES | NO  | N/A   |     |    |     |   |  |  |
| X   |   |   |     |    |     |   |  |  |
| 20e | Inspection stamps that are controlled by a formal system?   | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px 10px;">YES</td> <td style="padding: 2px 10px;">NO</td> <td style="padding: 2px 10px;">N/A</td> </tr> <tr> <td colspan="3" style="text-align: center; padding: 5px 0;">X</td> </tr> </table> | YES | NO | N/A | X |  |  |
| YES | NO  | N/A   |     |    |     |   |  |  |
| X   |   |   |     |    |     |   |  |  |
| 21  | Is there any electronic test equipment in use?              | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px 10px;">YES</td> <td style="padding: 2px 10px;">NO</td> <td style="padding: 2px 10px;">N/A</td> </tr> <tr> <td colspan="3" style="text-align: center; padding: 5px 0;">X</td> </tr> </table> | YES | NO | N/A | X |  |  |
| YES | NO  | N/A   |     |    |     |   |  |  |
| X   |   |   |     |    |     |   |  |  |

|    |  |     |    |     |
|----|--|-----|----|-----|
| 22 | Is the electronic equipment controlled & calibrated?<br><i>(Equipment: Temperature &amp; Humidity Meter and ESD, Wrist Strap Tester)</i> | YES | NO | N/A |
|    |  | X   |    |     |

Material Control

|    |   |     |    |     |
|----|---|-----|----|-----|
| 23 | Is the material handled in an appropriate manner and protected from damage and deterioration? | YES | NO | N/A |
|    |   | X   |    |     |

|    |   |     |    |     |
|----|---|-----|----|-----|
| 24 | Is the storage area periodically checked for overall effectiveness? | YES | NO | N/A |
|    |   | X   |    |     |

|    |                                  |     |    |     |
|----|----------------------------------|-----|----|-----|
| 25 | Is batch/lot control maintained? | YES | NO | N/A |
|    |                                  | X   |    |     |

|    |  |     |    |     |
|----|--|-----|----|-----|
| 26 | Is there a system in place for recall control that ensures that parts and components can be traced and recalled? | YES | NO | N/A |
|    |  | X   |    |     |

|    |  |     |    |     |
|----|--|-----|----|-----|
| 27 | Is material stored and delivered (whenever practical and feasible) in the manufactures original packaging? | YES | NO | N/A |
|    |  | X   |    |     |

|    |   |     |    |     |
|----|---|-----|----|-----|
| 28 | Does the system have a procedure for storage of flammable, toxic or volatile materials? | YES | NO | N/A |
|    |   | X   |    |     |

|    |   |     |    |     |
|----|---|-----|----|-----|
| 29 | Does the system specify material control requirements for materials subject to damage by electrostatic discharge? | YES | NO | N/A |
|    |   | X   |    |     |

|    |   |     |    |     |
|----|---|-----|----|-----|
| 30 | Is there a system in place for identifying non- conforming parts or components? | YES | NO | N/A |
|    |   | X   |    |     |

- |    |   |     |    |     |
|----|---|-----|----|-----|
| 31 | Is there a documented procedure on how to handle scrapped parts or components?                | YES | NO | N/A |
|    |   | X   |    |     |
| 32 | Does the system require records and documentation of all serialized parts & components?       | YES | NO | N/A |
|    |   | X   |    |     |
| 33 | Are there procedures and trained personnel for the shipment of dangerous goods?               | YES | NO | N/A |
|    |   | X   |    |     |
| 34 | Are aircraft tires/tires stored on racks and shielded from daylight and/or fluorescent light? | YES | NO | N/A |
|    |   | X   |    |     |
| 35 | Do you have a system to control life-limited parts and components?                            | YES | NO | N/A |
|    |   | X   |    |     |

Certification and Release of Materials

- |     |   |     |    |     |
|-----|---|-----|----|-----|
| 36  | Does the system call for providing the customer with a certificate in accordance with PART145?          | YES | NO | N/A |
|     |   | X   |    |     |
| 37  | Does the system allow for a certified statement disclosing that the part or component were or were not: |     |    |     |
| 37b | Removed from an aircraft or engine that was subject to extreme stress or heat?                          | YES | NO | N/A |
|     |   | X   |    |     |
| 37b | Themselves subjected to extreme stress or heat (e. g. warehouse fire)                                   | YES | NO | N/A |
|     |   | X   |    |     |

37c Obtained from the US Government or military service? 

|     |    |     |
|-----|----|-----|
| YES | NO | N/A |
| X   |    |     |

38 Is a signed documents from a PART145-approved repair station or airline provided for each serviceable part, indicating that the part or component is serviceable? 

|     |    |     |
|-----|----|-----|
| YES | NO | N/A |
| X   |    |     |

39 Does the quality system provide, upon request, information pertaining to the approval status of the parts or components? 

|     |    |     |
|-----|----|-----|
| YES | NO | N/A |
| X   |    |     |

Shipping

40 Does the Quality system require shipments in ATA300 containers or equivalent as appropriate to the unit being shipped, or as specified by the customer? 

|     |    |     |
|-----|----|-----|
| YES | NO | N/A |
| X   |    |     |

41 Does the Quality system provide for a visual inspection of all items and accompanying documentation prior to shipping? 

|     |    |     |
|-----|----|-----|
| YES | NO | N/A |
| X   |    |     |

Records

42 How long do you keep records?  
*Electronic records are stored indefinitely. Hard copies are stored for seven years.*

43 Is serial number traceability maintained? 

|     |    |     |
|-----|----|-----|
| YES | NO | N/A |
| X   |    |     |

44 Are test and inspection records for parts and components available for inspection, if requested? 

|     |    |     |
|-----|----|-----|
| YES | NO | N/A |
| X   |    |     |

45 Are life-timed part/components required to state calendar time, hours and/or cycles? 

|     |    |     |
|-----|----|-----|
| YES | NO | N/A |
| X   |    |     |

46 Is the storage of the records adequate to prevent deterioration? 

|     |    |     |
|-----|----|-----|
| YES | NO | N/A |
| X   |    |     |

Technical Data

47 Does the company comply with current EASA/FAA regulations? 

|     |    |     |
|-----|----|-----|
| YES | NO | N/A |
| X   |    |     |

48 Is technical information stored in a manner to prevent it from damage? 

|     |    |     |
|-----|----|-----|
| YES | NO | N/A |
| X   |    |     |

49 Does the company have a method to verify the AD status of a part/component?. 

|     |    |     |
|-----|----|-----|
| YES | NO | N/A |
| X   |    |     |

end of the self-assessment form



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

2021 /IFPF33576/Flight Standards  
Cologne, 1 September 2021

The Quality Manager  
25+ REPAIR CENTER, Inc. d/b/a LEKI TECH  
14251 NW 4TH STREET  
33325 SUNRISE FLORIDA  
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.145.6888**

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:

**06 August 2023**

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.145.6888**

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:

**25+ REPAIR CENTER, Inc.**

**d/b/a LEKI TECH**

FAA Number: 25LR519D

**14251 NW 4TH STREET  
33325 SUNRISE FLORIDA  
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:

**06 August 2023**

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

Date of issue: **01 September 2021**

Signed:



**For the European Union Aviation Safety Agency**



EASA Form 3 – IFP - U.S. Approval Certificate Rev 1

An Agency of the European Union



Page 1 of 1

UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

# Air Agency Certificate

*Number* 25LR519D

*This certificate is issued to*

**25+ Repair Center, Inc.,  
DBA LEKi TECH**

*whose business address is*

**14251 NW 4th Street,  
Sunrise, Florida 33325**

*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:*

**Limited Accessories  
Emergency Equipment**

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

*Date issued:*

**February 27, 2019**

*By direction of the Administrator*

**SERGIO LOPEZ**

Digitally signed by SERGIO  
LOPEZ  
Date: 2022.07.12 10:39:21 -04'00'

**Sergio Lopez  
Manager, FSDO SO-19**

**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

|  | HQ CONTROL<br>DATE | EFFECTIVE<br>DATE | AMENDMENT<br>NUMBER |
|--|--------------------|-------------------|---------------------|
| 001 Issuance and Applicability                           | 05/06/2022         | 07/13/2022        | 1                   |
| 002 Definitions and Abbreviations                        | 12/14/2017         | 02/27/2019        | 0                   |
| 003 Ratings and Limitations                              | 04/03/2017         | 05/05/2022        | 5                   |
| 004 Summary of Special Authorizations and<br>Limitations | 09/23/1998         | 02/27/2019        | 0                   |
| 007 Designated Persons                                   | 09/08/2021         | 03/24/2022        | 2                   |
| 449 Drug and Alcohol Testing Program                     | 08/30/2021         | 03/24/2022        | 1                   |

**A001 . Issuance and Applicability**

**HQ Control: 05/06/2022**

**HQ Revision: 05f**

a. These operations specifications are issued to 25+ REPAIR CENTER 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:  
14251 NW 4TH ST  
Sunrise, Florida 33325

b. The holder of these operations specifications is the holder of certificate number 25LR519D 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.

e. The certificate holder is authorized to conduct the operations described in subparagraph a under the following other business names:

LEKi TECH

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



Digitally signed by Rodney A Edwards on behalf of Mark Fisher, Principal  
Maintenance Inspector (SO19)  
[1] EFFECTIVE DATE: 7/13/2022, [2] AMENDMENT #: 1  
DATE: 2022.07.13 05:14:32 -05:00

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

  
\_\_\_\_\_  
For: Peter Kjeldsen, CEO/President

7-13-22  
Date