



**DSA**  
AVIATION COMPANY

# Maintenance Centre

[www.dsa.cz](http://www.dsa.cz)

# We observe the same standards as air giants

International regulations have come soon after the national ones. The European regulation **JAR145**, a predecessor of the present **PART145**, specified, what a staff has to be like, what maintenance premises have to look like, what documents have to be made, what facilities are required and how to set a quality system.

These standards are observed by the services of thousands of aircraft all over the world. **Regulations are single for us as well as for world-wide known aviation companies.** Initially, local civil aviation authorities of particular countries inspected their observance, then international Joint Aviation Authorities (JAA) did it and since 2009 the European Aviation Safety Agency has taken over this activity.

## Excellent maintenance actions

- we perform complete maintenance of the following airplanes:
  - Cessna Engine of series Cessna 100/200, 300/400, C400 Corvalis-series and C208 Caravan, Cessna 525/525A
  - Beechcraft 90/100/200/300-series
  - Piper 23/28/31/32/34/38/44/46/46-500
  - Cirrus SR series, helicopters EC-135, EC-120, AS350/355
  - helicopters: Schweizer 269/300, Enstrom 480, Enstrom F28-280
- we operate maintenance centres in Hradec Králové and in Praha-Kbely
- we are holder of Approval Certificate for service and maintenance in accordance with PART145
- we meet requirements arising Commission Regulation (EC) No 1321/2014
- we provide the service of airworthiness management
- we perform complete interior and exterior renewals of all types of airplanes
- we are official authorized dealer of Cessna spare parts
- we dispose of a direct access to the Cessna warehouses in the USA using a web interface
- we provide discounts from the LIST PRICE Cessna

# This is how it flies at our place

Every single day is different in our maintenance centre.

Despite all that, we have fixed the procedure governing every single order.

- **staff of the centre keeps records of needs**

We follow thoroughly all requirements, coming from our flight school or from customers. All of them are included in plans and we arrange the specific date for airplane inspection. We agree, for instance, on arrival of the machine, which needs to replace a propeller, for the next day.

- **technologists prepare data**

Colleagues from the technological department have to prepare data so that we can carry out the repair. Every activity on aircraft requires a certain procedure specified in manuals.

- **head of the team gets the file**

First, the member of the team, who is in charge of repair, receives the file with prepared action in classical paper form. Then he passes all information on to his colleagues.

- **aircraft arrives**

Aviation machines arrive according to the fixed schedule and are awaited by informed members of the maintenance team.

- **mechanics carry out work**

Mechanics carry out the maintenance action step by step in compliance with the procedure described by technologists. They write documentation and keep strictly a plan in the file. They take advantage of spare parts from our well supplied warehouses and so colleagues warehousemen and flawless logistics also come into play.

- **technologists issue a statement**

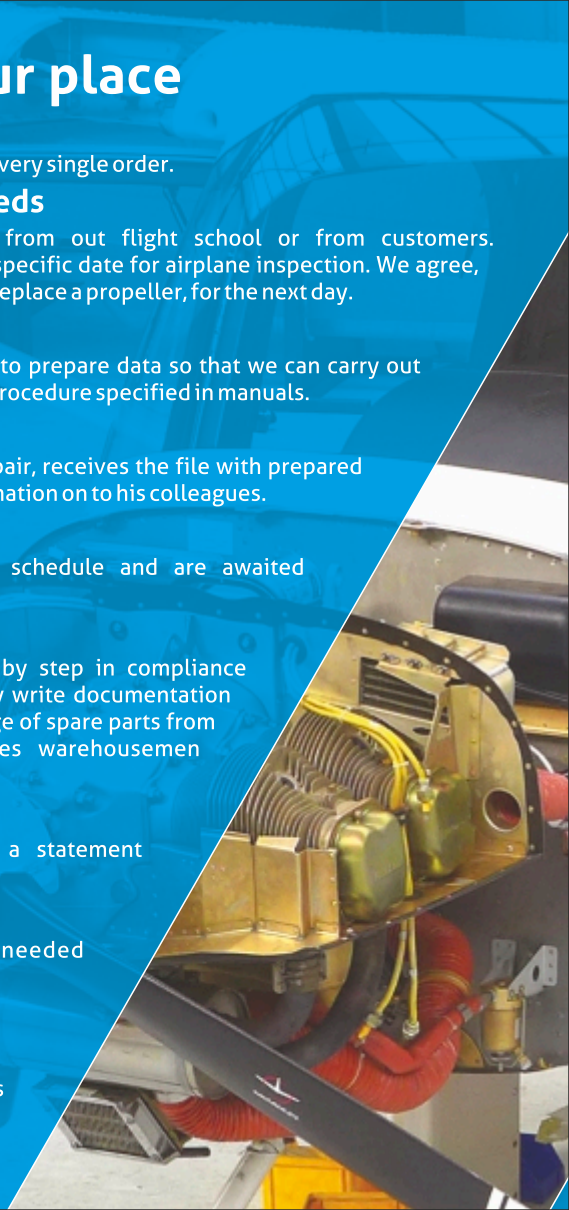
Completed maintenance action is confirmed by a statement and the order is ready for a handover.

- **customer takes over the machine**

And obtains the statement on execution of needed maintenance.

- **colleagues from an office conclude the order**

Before they finish up this step, further requests are entering the system of the maintenance centre and they schedule maintenance for following days.





# From “shelters” to a modern maintenance centre

No matter if there are ten helicopters in a hangar or you start up your business with the only one helicopter, as our CEO Mr. Tomáš Suchánek did in the year 1992, you can't do so without one thing. Without the high-quality service.

And so the maintenance centre arose along with establishment of the company DSA not long after the revolution. Need and necessity to maintain helicopters has appeared immediately along with the first take-offs. At that time, there were not stringent rules how to run the maintenance, it was all developing. **We were present at the birth of the field itself and had an influence on it.**

Then authorities have started inspecting the maintenance activities gradually and the State Aviation Inspectorate issued the **regulation D-103** providing for conditions and rules for maintenance conducting on aircraft.

And what did it mean for us? **Establishment of a great number of processes and procedures** in order to meet the given regulation. We moved ahead little by little and it sometimes was a real adventure, which we recall with a light smile today.

However, we managed all and became **in the year 1992, as one of the firsts in the Czech Republic, an authorized maintenance centre with a licence** meeting the European regulations, first JAR 145 and then PART 145. And we bore almost agent's name CZ003.

The largest volume of work we devoted to maintenance of our HEMS machinery, but along with the start of our flight school we faced the demand of external customers and we had **to extend the maintenance certification** for another airplanes and **to move the maintenance facilities** further ahead.

By 2004, we operated under the basic conditions, of airport “shelters”, got a hangar gradually, where the maintenance centre still has been operating, we have **a modern base**, a warehouse, office premises, our mechanics are trained in Europe as well as in America and **we work at the top level.**

# We provide service in the middle of the night also on Christmas Eve

Twelve top mechanics in Hradec Králové and in Kbely with a powerful team behind, processing orders in a modern environment, is a result of a long journey, which is not definitely over.

At the beginning of the whole field, there were workers, who had a licence, came to aircraft and simply fixed a defect. They had neither a supervisor nor complicated documents.

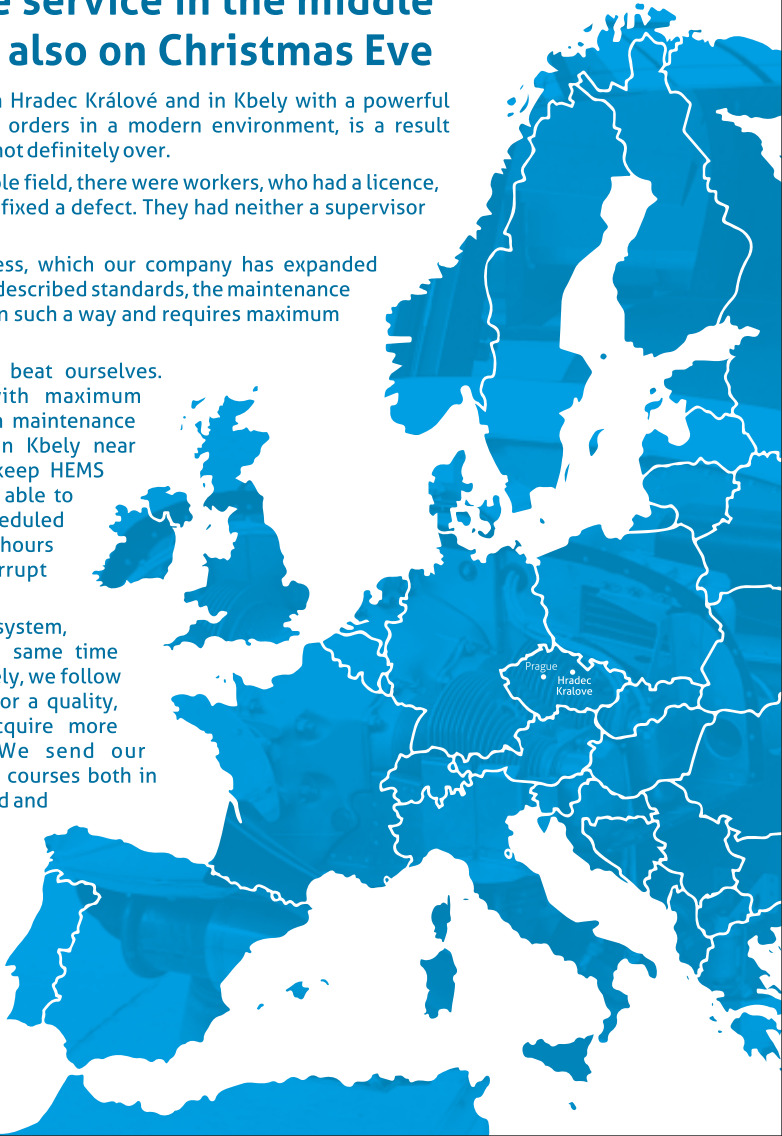
Considering the extensiveness, which our company has expanded to and in respect of the above described standards, the maintenance cannot be naturally arranged in such a way and requires maximum of professional solution.

The path to this solution we beat ourselves. We daily repair airplanes with maximum precision and attention for each maintenance action in Hradec Králové and in Kbely near Prague. In addition to that, we keep HEMS service as well, so we have to be able to react, to potential failures and scheduled works for 365 days a year and 24 hours a day. We cannot simply interrupt the maintenance centre operation.

We have set an excellent working system, we process to 6 orders at the same time in Hradec and to 10 orders in Kbely, we follow the strictest regulations, monitor a quality, make records, stamp and acquire more and more certifications. We send our mechanics to regular training courses both in the Czech Republic and abroad and train them internally, too.

We keep a simple rule: Whatever the failure is, we are not going to take our hands off an airplane until we get to the root of it.

**Prove it.  
Fly with us!**





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