

Aircraft Maintenance Programme

1 Introduction

This Airworthiness Notice sets out to indicate the requirements in respect of the format and content of maintenance schedules for approval and use on aircraft registered in the Republic of Seychelles.

It also describes the maximum limits that maintenance periods may be varied (when acceptable to the SCAA) if the Aircraft Maintenance Programme (AMP) includes detailed procedures of when and how to deviate from the prescribed intervals.

The Seychelles Civil Aviation Authority (SCAA) procedure regarding the amendment of an Aircraft Maintenance Programme is also included in this Airworthiness Notice.

2 Aircraft Maintenance Programme

2.1 The Aircraft Maintenance Programme shall be in conformity with the technical standards of EASA Part M, M.A. 302, CAMO.A.315 and the associated AMC, as required in the Civil Aviation Directives CAD-AIRW/10 and CAD-AIRW/10(Vc).

2.2 The AMP and any subsequent amendments thereto shall be approved by the SCAA.

3 Permitted variations

3.1 Where acceptable to the SCAA, the operator may vary the maintenance periods as described below.

<u>Period Involved</u>	<u>Maximum Variation of the Prescribed Period</u>
(a) <u>Items Controlled by Flying Hours.</u>	
(i) 5000 flying hours or less	10%
(ii) More than 5000 flying hours	500 flying hours
(b) <u>Items Controlled by Calendar Time.</u>	
(i) 1 year or less	10% or 1 month, whichever is the lesser
(ii) More than 1 year but not exceeding 3 years	2 months
(iii) More than 3 years	3 months
(c) <u>Items Controlled by Landing/Cycles</u>	
(i) 500 landings/cycles or less	10% or 25 landings/cycles, whichever is the lesser
(ii) More than 500 landings/cycles	10% or 500 landings/cycles, whichever is the lesser

(d) Items Controlled by More Than One Limit.

For items controlled by more than one limit, e.g. items controlled by flying hours and calendar time or flying hours and landings/cycles, the more restrictive limit shall be applied.

- 3.2 Those variations shall be permitted only when the periods prescribed by the Maintenance Programme cannot be complied with, due to circumstances which could not reasonably have been foreseen by the operator.
- 3.3 The variations permitted above do not apply to:
- a) Those components for which an ultimate (scrap) or retirement life has been prescribed (e.g. primary structure, components with limited fatigue lives, and high energy rotating parts for which containment is not provided). Details concerning all items of this nature are included in the Type Certificate holder's documents or manuals and are included in the preface pages to the Aircraft Maintenance Programme.
 - b) Those tasks included in the Aircraft Maintenance Programme which have been classified as mandatory by the Type Certificate holder or the SCAA.
 - c) Certification Maintenance Requirements (CMR) unless specifically approved by the manufacturer and agreed by the SCAA.
 - d) Critical Design Configuration Control Limitations (CDCCL items)
 - e) Airworthiness Limitation Items (ALIs)
- 3.4 If an inspection interval has been extended, the interval to the next inspection must be reduced by the same amount.

4 Flight Data Recorder and Voice Cockpit Recorder

- a) The AMP shall make provisions for the instructions for continued airworthiness including inspection and analysis of any installed Flight Data Recorder (FDR) and/or Cockpit Voice Recorder (CVR) in accordance with instructions from the Type Certificate holder and Airworthiness Notice 35.
- b) In cases where Type Certificate holder has not provided specific requirements, the limitations specified in ICAO Annex 6 Part I, II, or III, as applicable shall prevail.

5 Weight & Balance

The Aircraft Maintenance Programme shall make provisions for Weight & Balance in accordance with CAT.POL.MAB.100 (b).

For aircraft used for commercial air transport, the weighing interval must not exceed 4 years (CAT.POL.MAB.100 (b)).

6 Human Factor Principles

The design of the AMP shall observe the Human Factors principles.

Human Factors principles should include the following aspects.

- a) The AMP shall be written in the English language, which involves not only correct vocabulary and grammar but also, the manner and intent of the instructions being provided.
- b) Typography, including the form of letters and printing and the layout, which has a significant impact on the comprehension of the written material.
- c) The use of photographs, diagrams, charts, or tables replacing long descriptive text to help comprehension and maintain interest. The use of color in illustrations reduces the discrimination workload and has a motivational effect.
- d) Consideration of the working environment in which the document is going to be used when print and page size are determined.

Operators must consider the principles of Human Factors and human performance limitations when designing and applying the Aircraft Maintenance Programme as required in Part CAMO.A.315.

7 Maintenance Programme Approval Process

7.1 The initial issue approval submission.

For the initial issue approval of an AMP, the applicant shall submit to the SCAA the following:

1. Proposed AMP and;
2. A completed SCAA AIR Form SF-36 - Maintenance Programme Compliance Document.

7.2 Any subsequent issue approval submission.

For any subsequent issue approval of an Aircraft Maintenance Programme, the applicant shall submit to the SCAA:

1. Proposed AMP and;
2. A completed SCAA AIR Form SF-36 in electronic format - Maintenance Programme Compliance.
3. A Maintenance Programme Amendment Approval Submission Form as shown in Appendix 1 to this Notice, appropriately filled-in and signed. The Amendment Approval Submission shall indicate the summary of changes introduced by the subject amendment.

The Standard Forms SF-36 is available on the SCAA website.

7.3 The Revision submission shall include:

1. A Maintenance Programme Amendment Approval Submission Form as shown in Appendix 1 to this Notice, appropriately filled in and signed. The Amendment Approval Submission shall indicate the summary of changes introduced by the subject amendment.
2. All affected pages, on which all changes will be identified.

7.4 After satisfactory review and approval of the proposed AMP amendment, the SCAA will return to the applicant a signed copy of the submission forms for insertion in the AMP. The operator will then proceed with the distribution of the approved amendment, without copying the SCAA.

7.5 The AMP shall be subject to a periodical amendment at least annually. It shall also be amended and implemented within 90 days of any applicable amendments/revisions to the manufacturer's continuing airworthiness data.

8 Notice revision

This Notice becomes effective from the date of issue and supersedes the previous revision, which should be destroyed.

**Appendix 1
Amendment Approval Submission Form**

MAINTENANCE PROGRAMME AMENDMENT APPROVAL SUBMISSION			
SCAA Programme Ref: _____ Issue No: _____ Aircraft Type: _____			
Operators. Programme Ref: _____ Issue Date: _____ Amendment No: _____			
Item	Action to be taken	Justification	SCAA Remarks
COMPLIANCE STATEMENT: This Maintenance Programme complies with the manufacturer's minimum maintenance and inspection requirements and the requirements of the Seychelles Civil Aviation Authority for the airframe, engines (on wing), systems and components except wherein previously or hereby Approved by the Seychelles Civil Aviation Authority.			
Signed: _____ Position: _____ Date: _____			
Organisation: _____ On behalf of: _____			
The above requested amendments are approved with the exception of: _____			
Signed: _____ for the SCAA: _____			
Date: _____			

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