

**MAINTENANCE PROGRAMME COMPLIANCE DOCUMENT**

The purpose of the Maintenance Programmes Compliance Checklist is to assist owners/operators to ensure that Maintenance Programmes submitted to the SCAA for approval are standardised and include all items that are required by EASA Part M.A.302, AMC M.A. 302 and also other additional SCAA nationally required items. This checklist, when completed, should be submitted with the draft maintenance Programme.

The design and application of the maintenance programme shall observe Human Factors principles as described in ICAO DOC 9683, in particular, Part 1 Chapter 6 and Part 2 1.11 to 1.15. Approval of the maintenance programme by the Authority would take credit for the application of the Human Factor principles based on the ICAO guidance material and AMC3 CAMO.A.305(g) , AMC4 145.A.30(e) & AMC1 CAO.A.035(g).

This document includes all the relevant information as detailed in Appendix 1 to the Acceptable Means of Compliance (AMC), the format of which may be modified to suit the operator’s preferred method. In all cases the checklist should clearly show either compliance (yes) & location of the compliance in the notes section or not applicable (N/A) & the reason in the notes section.

The specific tasks and the relevant control procedures shall be included as specified in the Maintenance Programme (MP) or Continuing Airworthiness Management Exposition (CAME) of the operator / CAMO / CAO organisation managing the aircraft. The relevant cross-references shall be specified in the notes column in the appropriate paragraphs and the correct term MP or CAME shall be used. It is not acceptable to simply enter the MP or CAME as the cross-reference.

The checklist is provided to ensure the minimum required items are contained in the Maintenance Programme. It should be enhanced as necessary to suit the aircraft’s needs; operational, utilisation & environmental.

CAMO/CAO approval number and AOC Number (if applicable)	
SCAA MP/reference:	
CAME/CAE Ref. (if applicable)	
Owner / Operator Name:	
Owner / Operator MP Ref.:	
Amendment status:	
Details of the previous maintenance programme:	

1. General requirements		Compliance		Notes
		Yes	No	
1.1.	Maintenance Programme basic information: -			
1.1.1	The type/model/ and registration number of the aircraft			
	The type/model of the engines			
	The type/model of the propellers, where applicable			
	The type/model of the auxiliary power units, where applicable			

1. General requirements		Compliance		Notes
		Yes	No	
1.1.2	The name and address of the owner, operator, CAMO / CAO organisation managing the aircraft airworthiness			
1.1.3	The programme reference, the date of issue and issue number			
1.1.4	A signed statement. <i>See Appendix 1 to this document</i>			
1.1.5	Contents list			
	List of effective pages			
	Revision status of the document			
1.1.6	Check periods for anticipated utilisation; include a utilisation tolerance of not more than 25%. Where utilisation cannot be anticipated, calendar time limits should also be included			
1.1.7	Procedures for escalation where applicable & acceptable to the SCAA			
1.1.8	Date and reference of approved amendments			
1.1.9	Pre-flight maintenance tasks that are accomplished by maintenance staff			
1.1.10	The tasks and the periods (intervals / frequencies) at which inspections should be carried out, including type and degree of inspection of the:			
	a. Aircraft			
	b. Engine(s)			
	c. APU			
	d. Propeller(s)			
	e. Components			
	f. Accessories			
	g. Equipment			
	h. Instruments			
	i. Electrical and radio apparatus			

1. General requirements		Compliance		Notes
		Yes	No	
1.1.11	The periods at which components should be:			
	a. Checked			
	b. Cleaned			
	c. Lubricated			
	d. Replenished			
	e. Adjusted			
	f. Tested			
1.1.12	Details of ageing aircraft system requirements with any specified sampling programmes, (if applicable)			
1.1.13	Details of specific structural maintenance programmes, if applicable, including but not limited to:			
	a. Damage Tolerance and Supplemental Structural Inspection Programmes (SSID)			
	b. SB review performed by the TC holder			
	c. Corrosion prevention and control			
	d. Repair Assessment			
	e. Widespread Fatigue Damage			
1.1.14	If applicable, details of Critical Design Configuration Control Limitations together with appropriate procedures.			
1.1.15	Statement of the limit of validity for the structural programme in 1.1.13, if applicable			
1.1.16	The periods at which overhauls should be made			
	The periods at which replacements should be made			
1.1.17	A cross-reference to other documents related to:			
	a. Mandatory life limitations.			

1. General requirements		Compliance		Notes
		Yes	No	
	b. Certification Maintenance Requirements (CMR's), if applicable			
	c. Airworthiness Directives (AD)			
	Specific identification of the above items mandatory status			
1.1.18	Reliability programme or statistical methods of continuous Surveillance, if applicable			
1.1.19	A statement that practices and procedures should be the standards specified by the TC holder			
1.1.20	Each maintenance task (i.e. inspections - detailed, scan, general) should be defined in a definition section			

2. Programme basis		Compliance		Notes
		Yes	No	
2.1.	Is the programme based upon the MRB report, the TC holder's maintenance planning document or Chapter 5 of the maintenance manual?			
2.2	For newly type-certificated aircraft / comprehensively appraise the manufacturer's recommendations (MRB report)			
2.3	For existing aircraft types, comparisons with maintenance programmes previously approved			
2.4	If CDCCL have been identified by the TC/STC holder, maintenance instructions should have been developed.			

3. Amendments		Compliance		Notes
		Yes	No	
3.1.	Amendments (revisions) to reflect changes: <i>See Appendix 2</i>			
	a. In the TC holder's recommendations			
	b. Introduced by modifications			
	c. Discovered by service experience			
	d. As required by the SCAA e.g. Continuing Airworthiness Tasks introduced by repairs			

4. Permitted variations to maintenance periods (with the exception of items identified in 1.1.16)		Compliance		Notes
		Yes	No	
4.1	Process in place to vary the periods through a Procedure approved by the SCAA? (Refer to Appendix 3)			
	Vary the periods with the approval of the SCAA (temporary amendments to maintenance programme)?			

5. Periodic review of maintenance programme contents		Compliance		Notes
		Yes	No	
5.1.	Periodic review to ensure that the programme reflects current:			
	a. TC holder's recommendations			
	b. Revisions to the MRB report (if applicable)			
	c. Mandatory requirements			
	d. Maintenance needs of the aircraft			
5.2	Annual review defined			

6. Reliability programmes		Compliance		Notes
		Yes	No	
6.1.	Applicability			
6.1.1	Developed in the following cases:			
	a. Programme is based upon MSG-3 logic			
	b. Programme includes condition monitored components			
	c. Programme does not contain overhaul time periods for all significant system components			
	d. Specified by the Manufacturer's MPD or MRB			
6.1.2	Need not be developed in the following cases:			
	a. Programme is based upon the MSG-1 or 2 logic (only hard times or on condition items)			
	b. Not a complex motor-powered aircraft (CMPA)			
	c. Programme provides overhaul time periods for all significant system components			
6.1.3	Operator may develop own reliability monitoring programme			
6.2.	Applicability, small fleets			
6.2.1	Less than 6 aircraft of the same type			
6.2.2	Reliability programme is irrespective of the fleet size			
6.2.3	Tailor reliability programmes to suit the size and complexity of operation			
6.2.4	Use of "Alert levels" should be used carefully			
6.2.5	When establishing a reliability programme, consider the following:			
	a. Focus on areas where a sufficient amount of data is likely to be processed			

6. Reliability programmes		Compliance		Notes
		Yes	No	
	b. How is engineering judgment applied?			
6.2.6	Pool data and analysis (paragraph 6.6 specifies conditions)			
6.2.7	If unable to pool data / additional restrictions on the MRB/MPD tasks intervals specified			
6.3.	<b>Engineering judgment.</b>			
6.3.1	Are there appropriately qualified personnel (with appropriate engineering experience and understanding of reliability concept) for the reliability programme?			
6.4.	<b>Contracted maintenance.</b>			
6.4.1	Maintenance programme / may sub-contract certain functions to the Part-145 organisation			
6.4.2	These are:			
	a. Developing the maintenance and reliability programmes			
	b. Collection and analysis of the reliability data			
	c. Providing reliability reports			
	d. Proposing corrective actions			
6.4.3	Approval to implement a corrective action / CAMO / CAO prerogative and responsibility			
6.4.4	Maintenance contract / CAME, and MOE procedures			
6.5.	<b>Reliability programme.</b>			
6.5.1	Objectives			
6.5.1.1	Statement summarising the prime objectives of the programme			
	a. Recognise the need for corrective action			

6. Reliability programmes		Compliance		Notes
		Yes	No	
	b. Establish what corrective action is needed			
	c. Determine the effectiveness of that action			
6.5.1.2	The extent of the objectives should be directly related to the scope of the programme			
6.5.1.3	All MSG-3 related tasks are effective, and their periodicity is adequate			
6.5.2	Identification of items.			
	The items controlled by the programme should be stated			
6.5.3	Terms and definitions.			
	Significant terms and definitions should be clearly identified			
6.5.4	Information sources and collection.			
6.5.4.1	Sources and procedures in the Exposition			
6.5.4.2	Type of information to be collected should be related to the objectives, examples of the normal prime sources:			
	a. Pilots Reports			
	b. Technical Logs			
	c. Aircraft Access Terminal / On-board readouts			
	d. Maintenance Worksheets			
	e. Workshop Reports			
	f. Reports on Functional Checks			
	g. Reports on Special Inspections			
	h. Stores Issues/Reports			
	i. Air Safety Reports			



6. Reliability programmes		Compliance		Notes
		Yes	No	
	j. Reports on Delays and Incidents			
	k. other sources: i.e. ETOPS, RVSM, CAT II/III			
6.5.4.3	Due account of Continuing Airworthiness information acceptable under EASA Part-21			
6.5.5	Display of information.			
	Information displayed graphically or tabular or a combination			
6.5.5.1	Provisions for “nil returns”			
6.5.5.2	Where “standards” or “alert levels”, information oriented accordingly			
6.5.6	Examination, analysis and interpretation of the information.			
	Method for examining, analysing and interpreting the information should be explained			
6.5.6.1	Methods of examination may be varied - content & quantity			
6.5.6.2	The whole process should enable a critical assessment of the effectiveness of the programme as a total activity. May involve:			
	a. Comparisons of operational reliability with established or allocated standards			
	b. Analysis and interpretation of trends			
	c. Evaluation of repetitive defects			
	d. Confidence testing of expected and achieved results			
	e. Studies of life-bands and survival characteristics			
	f. Reliability predictions			
6.5.6.3	Range and depth of analysis should be related to the particular programme:			
	a. Flight defects and reductions in reliability			

6. Reliability programmes		Compliance		Notes
		Yes	No	
	b. Defects - line and main base			
	c. Deterioration observed - routine maintenance			
	d. Workshop and overhaul findings			
	e. Modification evaluations			
	f. Sampling programmes			
	g. Adequacy of maintenance equipment and publications			
	h. Effectiveness of maintenance procedures			
	i. Staff training			
	j. Service bulletins, technical instructions, etc			
6.5.6.4	Contracted maintenance - arrangements established and details for information input included			
6.5.7	Corrective Actions			
6.5.7.1	Procedures / time scales for implementing corrective actions / monitoring - should be fully described & could include:			
	a. Changes to maintenance, operational procedures or techniques			
	b. Changes requiring amendment of the approved maintenance programme?			
	c. Amendments to approved manuals			
	d. Initiation of modifications			
	e. Special inspections / fleet campaigns			
	f. Spares provisioning			
	g. Staff training			
	h. Manpower and equipment planning			
6.5.7.2	Procedures for effecting changes should be described.			

6. Reliability programmes		Compliance		Notes
		Yes	No	
6.5.8	Organisational Responsibilities			
	Organisational structure - chains of responsibility should be defined			
6.5.9	Presentation of information to the competent authority.			
	Information submitted to the SCAA for approval of the reliability programme:			
	a. Format and content of routine reports			
	b. Time scales for reports / distribution			
	c. Format and content of reports requesting amendments			
6.5.10	Evaluation and review.			
	Describe procedures and individual responsibilities - continuous monitoring of the effectiveness of the programme			
6.5.10.1	Procedures for revising the "standards" or "alert levels".			
6.5.10.2	Criteria to be taken into account during the review includes:			
	a. Utilisation (high / low / seasonal)			
	b. Fleet commonality			
	c. Alert Level adjustment criteria			
	d. Adequacy of data			
	e. Reliability procedure audit			
	f. Staff training			
	g. Operational and maintenance procedures			
6.5.11	Approval of organisation to implement maintenance programme changes arising from the reliability programme results:			
	a. Does the reliability programme monitor the content of the maintenance programme in a comprehensive manner?			
	b. Is appropriate control exercised by the owner / operator over the internal			

6. Reliability programmes		Compliance		Notes
		Yes	No	
	validation of such changes?			
<b>6.6</b>	<b>Pooling Arrangements</b>			
6.6.1	Pooling information - must be substantially the same, including:			
	a. Certification / modification / SB compliance			
	b. Operational Factors			
	c. Maintenance factors			
6.6.2	Is there a substantial amount of commonality / has the SCAA agreed?			
6.6.3	Is the aircraft on short-term lease? SCAA may grant more flexibility			
6.6.4	Changes to any CAMO / CAO requires assessment in order that the pooling benefits can be maintained			
6.6.5	Reliability programme managed by the aircraft manufacturer if agreed by the SCAA			

7. SCAA required items (M.A.302(d))		Compliance		Notes
		Yes	No	
7.1.	Details of who may issue a CRS			
7.2	Define which inspections/checks are considered to be base maintenance			
7.3	SCAA Maintenance Requirements, in the absence of specific recommendations. See <i>Appendix 4</i>			
7.3.1	Aircraft battery capacity check/deep cycle?			
7.3.2	Emergency equipment			
7.3.3	Emergency escape provisions:			
	a. Portable valise type life-rafts			
	b. Door & escape chutes/slides			

7. SCAA required items (M.A.302(d))		Compliance		Notes
		Yes	No	
	c. Emergency exits / hatches			
7.3.4	Flexible hoses			
7.3.5	Fuel / oil system contamination checks			
7.3.6	Pressure vessels			
7.3.7	Seat belts and harnesses			
7.3.8	Airworthiness notices - applicability			
7.3.9	Vital points and control systems			
7.3.10	Maintenance applicable to special operations approvals, if applicable:			
	AWOPS			
	MNPS			
	RVSM			
	ETOPS			
	Sea Pilot transfers			
	CAT.POL.H.305	Helicopter Ops without an assured safe forced landing capability		
	SPA.HOFO.105	Approval for offshore operations		
	SPA.HOFO.155	VHM system		
	SPA.HHO.100	Helicopter hoist operations (HHO)		
	CAT.POL.H.420	Helicopter Ops over a hostile environment		
	SPA.HEMS.100	Helicopter emergency medical service (HEMS) operations		
	SPA.NVIS.100	Night vision imaging system (NVIS) operations		
	Part SPO. Subpart E	Helicopter Ext Sling load Ops (HESLO)		
	SPO.HHO.100	Helicopter hoist operations (HHO)		

7. SCAA required items (M.A.302(d))		Compliance		Notes
		Yes	No	
	Transport of dangerous goods			
	Other (Specify) .....			
7.3.12	Customer furnished equipment			
7.3.13	Engine & APU condition monitored maintenance			
7.3.14	Mandatory requirements ADs			
7.3.15	Flight data recorder systems			
7.3.16	Mode "S" transponder ICAO 24-bit aircraft addresses			
7.3.17	In-flight entertainment systems (IFE)			
7.3.18	Cockpit Voice Recorders			

7. SCAA REQUIRED ITEMS (MA.302(d)) (continued)				
		Compliance		Notes
		Yes	No	
7.3.19	Identification of Critical Maintenance Tasks:			
	Identification of all critical components within the maintenance programme			
	Monitoring the health of all Critical components and premature failure			
	Identification of Critical maintenance tasks including any calculation as part of a maintenance tasks that could adversely affect the safety or performance of the aircraft as per AMC2 145.A.48(b) and AMC1 M.A.402(h) including the addition of biocide			

**DECLARATION BY THE PERSON SUBMITTING THE APPLICATION**

I hereby certify and declare that in every respect, all information herein and documents submitted with this application and the particulars entered on this application are true and accurate.

Name: \_\_\_\_\_ Position: \_\_\_\_\_

**FALSE REPRESENTATION STATEMENT**

It is an offence under Civil Aviation (Safety) Regulation 2017, as amended, to make, with intent to deceive, any false representation of the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document.

Based on the review and examination of the submitted Aircraft Maintenance Programme.

I hereby recommend the Aircraft Maintenance Programme:

Approval:

Rejection:

Name: \_\_\_\_\_ Position: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

List of follow-up actions required:

# Appendix 1

## SUGGESTED OPERATOR'S CERTIFICATION STATEMENT

In the preparation of this Maintenance Programme to meet the requirements of SCAA, the recommendations made by the airframe constructors and engine, APU and equipment manufacturers have been evaluated and, where appropriate, have been incorporated.

This Maintenance Programme lists the tasks and identifies the practices and procedures which form the basis for the scheduled maintenance of the aeroplane(s) / helicopter(s). The Part-CAMO / Part-CAO organisation/owner\* undertakes to ensure that the aeroplane(s) / helicopter(s) will continue to be maintained in accordance with this programme.

The data contained in this programme will be reviewed for continued validity at least annually in the light of operating experience and instructions from the CAA whilst taking into account new and/or modified maintenance instructions promulgated by the type certificate and supplementary type certificate holders and any other organisation that publishes such data in accordance with Part 21.

It is accepted that this programme does not prevent the necessity for complying with any new or amended regulation published by the SCAA from time to time where these new or amended regulations may override elements of this programme.

It is understood that compliance with this programme alone does not discharge the operator from ensuring that the programme reflects the maintenance needs of the aeroplane, such that continuing safe operation can be assured. It is further understood that the SCAA reserves the right to suspend, vary or cancel the approval of the Maintenance Programme if the SCAA has evidence that the requirements of the Maintenance Programme are not being followed or that the required standards of airworthiness are not being maintained.

Name ..... Position.....

Signed .....

For and on behalf of CAMO / CAO organisation/owner\*.....

Date: .....

**NOTE:** The post holder identified above is either the Accountable Manager / Continuing Airworthiness Manager for an AOC operator's CAMO, a nominated post holder within the CAMO / CAO when the aircraft's continuing airworthiness is contracted to an approved organisation or the aircraft owner when the aircraft's continuing airworthiness is not contracted to an approved organisation.

\* Delete as applicable.



**Appendix 2**

<b>MAINTENANCE PROGRAMME AMENDMENT APPROVAL SUBMISSION</b>			
SCAA Programme Ref: _____ Issue No: _____ Aircraft Type: _____			
Operators. Programme Ref: _____ Issue Date: _____ Amendment No: _____			
Item	Action to be taken	Justification	SCAA Remarks
<b>COMPLIANCE STATEMENT:</b> 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: _____			

### Appendix 3

#### **PERMITTED VARIATIONS TO MAINTENANCE PERIODS (To be included in the operator's Continuing Airworthiness Management Exposition)**

Where the TC/STC holder has **not** prescribed any variation that may be applied to inspection periods, the operator may vary the periods prescribed by this Programme provided that such variations are within the limits of subparagraphs (a) to (d).

Where the TC/STC holder has prescribed variations that may be applied using operator procedures to inspection intervals in the Programme, the operator shall use those tolerances and **not** those prescribed in sub-paragraphs (a) to (d) below.

Where the TC/STC holder has prescribed tolerances that may be applied to inspection intervals in the Programme, the operator shall use those tolerances and **not** combine their use with those prescribed in sub-paragraphs (a) to (d) below.

**Note:** The Programme must specify which of the above is being used.

Variations shall be permitted only when the periods prescribed by this Programme (or documents in support of this Programme) cannot be complied with due to circumstances which **could not reasonably have been foreseen by the operator**.

Examples of such circumstances:

- Aircraft on ground away from the main base
- Weather conditions prevent the return of aircraft.
- Maintenance provider goes out of business.
- Failure of ground equipment
- Non-availability of a hanger due to late release of another aircraft

The decision to vary any of the prescribed periods shall be made only by the operator. Particulars of every variation so made shall be entered in the appropriate Log Book(s).

#### **Period Involved**

#### **Maximum Variation of the Prescribed Period**

##### (a) Items Controlled by Flying Hours.

- |                                  |                  |
|----------------------------------|------------------|
| (i) 5000 flying hours or less    | 10%              |
| (ii) More than 5000 flying hours | 500 flying hours |

##### (b) Items Controlled by Calendar Time.

- |   |   |
|---|---|
| (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) Items Controlled by Landing/Cycles

- |                                    |   |
|------------------------------------|---|
| (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.

**NOTES**

(1) 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 of the Aircraft Maintenance Programme.
- (b) Those tasks included in the Maintenance Programme, which have been classified as mandatory by the Type Certificate / Supplemental 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)

## Appendix 4

### 4 ADDITIONAL SCAA MAINTENANCE REQUIREMENTS.

(Reference EASA M.A. 302(d)1)

#### 4.1 STANDARD MAINTENANCE PRACTICES

##### 4.1.1 AIRCRAFT BATTERY CAPACITY CHECKS

Aircraft batteries shall be maintained in accordance with the manufacturer's recommendations. In the absence of any manufacturer's instructions the following periods apply.

- a) Lead acid Battery - not exceeding 3 months.
- b) Ni-Cad Battery - not exceeding 4 months.

The programme of required maintenance is prescribed in the Maintenance Programme reference:-

##### 4.1.2 EMERGENCY EQUIPMENT

The required Emergency Equipment will be maintained to a programme based on the equipment manufacturer's recommendations. In addition, the following requirements are complied with in the Maintenance Programme:

- a) Emergency equipment is to be checked for correct complement, stowage, installation and expiry date(s) at suitable periods.
- b) First Aid Kit(s) contents are checked at periods not exceeding 12 months.

The programme of required maintenance for a) and b) is prescribed in the Maintenance Programme reference:-

##### 4.1.3 EMERGENCY ESCAPE PROVISIONS (as applicable)

- a) Portable Valise Type Liferafts. At the appropriate Overhaul Period, 10% of all liferafts installed in fleets will be test inflated using system bottle and release mechanisms to the programme prescribed in the Maintenance Programme reference:-
- b) Door and Escape Chutes/Slides. Slides and shuts must be inflated and tested as least once every 36 months or prior to overhaul in accordance with MPD recommendations. The required maintenance is prescribed in the Maintenance Programme reference:-
- c) Emergency Exits/Hatches. All emergency exits and hatches are functioned by both internal and external means at periods specified in this Maintenance Programme. In the absence of manufacturer's specific recommendations these occur at suitable periods not exceeding 6 months elapsed time. The programme of required maintenance is prescribed in the Maintenance Programme reference :-

##### 4.1.4 FLEXIBLE HOSES

Flexible hoses shall be inspected, overhauled or life limited in accordance with the manufacturer's recommendations. In the absence of manufacturer's recommendations, hoses shall be subject to a programme of pressure testing at periods not exceeding 6 years from installation and 3 yearly thereafter, or in accordance with an alternative programme as agreed by the SCAA.

#### 4.1.5 FUEL/OIL SYSTEM CONTAMINATION CHECKS

Consumable fluids, gases etc. uplifted prior to flight will be of the correct specification, free from contamination, and correctly recorded. The procedures are in accordance with CAME or Combined CAME/MOE procedures, Chapter:-

Fuel system water drain checks are to be carried out in accordance with CAME or Combined CAME/MOE procedures, Chapter:-

The procedures shall be in accordance with the manufacturers recommendations. In the absence of manufacturers recommendations, the frequency of water drain checks shall be approved by the SCAA.

#### 4.1.6 PRESSURE VESSELS

Oxygen/Nitrogen pressure vessels are to be overhauled or tested in accordance with manufacturer's recommendations. In the absence of any such recommendations, the periods specified in British Standard Institute Standard (BSI) BS5430 are applied. The respective overhaul life limits are detailed in the Maintenance Programme reference:-

#### 4.1.7 SEAT BELTS AND HARNESSSES

In the absence of manufacturer's recommendations, all installed seat belts and harnesses shall be subject to a programme of Detailed Visual Inspection at periods not exceeding 6 months. The programme of required maintenance is prescribed in the Maintenance Programme reference:-

#### 4.2 CATEGORY C AERONAUTICAL INFORMATION CIRCULARS

Category C Aeronautical Information Circulars (AIC) detail airworthiness requirements. Procedures are in place to assess all AIC's on a continuing basis for applicability to aircraft maintained to this Maintenance Programme. All AIC's are assessed for applicability in accordance with the procedures defined in the CAME or Combined CAME/MOE Chapter :- and where necessary relevant maintenance tasks are included in the Maintenance Programme.

#### 4.3 VITAL POINTS AND CONTROL SYSTEMS

Whenever inspections are made or work is undertaken on vital points, flying or engine control systems, a detailed investigation must be made on completion of the task to ensure that all tools, rags or any other loose articles which could impede the free movement and safe operation of the system(s) have been removed and that the system(s) and installation in the aircraft zone are clean and unobstructed.

If, as a result of the application of tasks associated with the programme, any part of either the main or any associated system is dismantled, isolated, adjusted, repaired or renewed, that part of the system(s) which has been disturbed shall be subjected to a duplicate inspection, with free movement, range, direction and tension checks.

The relevant control procedures and instructions are prescribed in the CAME or Combined CAME/MOE Chapter:-

#### 4.4 MAINTENANCE APPLICABLE TO SPECIFIC AEROPLANE OPERATIONS

The Maintenance Programme contains the necessary tasks required to ensure continued compliance with additional special authorisations/approvals:

- Automatic Approach and Automatic Landing CAT II/CAT III
- Minimum Navigation Performance Specifications (MNPS)
- Reduced Vertical Separation Minima (RVSM)
- Extended Range Operations with two-engined aeroplanes (ETOPS)
- Other (Specify):-

The programme of required maintenance is prescribed in the Maintenance Programme and the relevant control procedures are as set out in the CAME or Combined CAME/MOE, Chapter:-

#### 4.5 ADDITIONAL MAINTENANCE REQUIREMENTS

- 4.5.1 MODIFICATIONS TO AIRCRAFT AND EQUIPMENT. Where aircraft structures, systems and components are modified from the original design standard, the maintenance and inspection requirements associated with these changes need to be evaluated. The process may produce additional tasks, component life limits, and condition monitoring requirements. These shall be introduced into the maintenance programme as detailed in CAME, Chapter :-
- 4.5.2 CUSTOMER FURNISHED EQUIPMENT (CFE/VFE/BFE) The Maintenance Programme contains the necessary tasks required to ensure continued airworthiness of equipment specified or furnished by other than the constructor. The need for routine tasks has been assessed in accordance with CAME or Combined CAME/MOE procedure Chapter:-
- 4.5.3 ENGINE AND APU MAINTENANCE PROGRAMME. For engine and APU's which are controlled by a Reliability Centred Maintenance and Condition Monitored Maintenance Programme, the process used to develop the off wing maintenance requirements and shop input work scopes is defined in maintenance programme reference:-
- 4.5.4 MODE "S" TRANSPONDER ICAO 24 BIT ADDRESS. The correct Mode "S" Transponder code must be confirmed using a field test set, at an appropriate maintenance opportunity, at least once every two years in accordance with scheduled maintenance task reference:-

#### 4.6 ADDITIONAL OPERATIONAL REQUIREMENTS

- 4.6.1 Operational Test of the FDR in accordance with scheduled maintenance task reference:-
- 4.6.2 Download FDR data for readout and analysis to ensure that recorded parameters meet the range, accuracies and acceptable quality as required. (note: ensure at least a whole flight recording has been analyzed) in accordance with scheduled maintenance task reference:-
- 4.6.3 The AMP shall make provisions for mass & balance in accordance with CAT.POL.MAB.100 (b) in accordance with scheduled maintenance task reference :-

### 5 MANDATORY REQUIREMENTS - AIRWORTHINESS DIRECTIVES (Reference Appendix 1 to AMC M.A 302 and AMC M.B 301 (b), par. 1.1.16)

The following groups of Airworthiness Directives (ADs) are applicable to aircraft maintained in accordance with this Maintenance Programme:

- Airframe State of Design Airworthiness Directives
- Engine State of Design Airworthiness Directives
- APU State of Design Airworthiness Directives
- Component State of Design Airworthiness Directives
- EASA Airworthiness Directives
- Other Airworthiness Directives as Applicable (please state)

Procedures are in place to assess all ADs on a continuing basis for applicability to aircraft maintained to this Maintenance Programme. All Airworthiness Directives are assessed for applicability in accordance with the procedures defined in the CAME or Combined CAME/MOE Chapter:- and where necessary relevant maintenance tasks are included in the Maintenance Programme.