

## 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 Authority) if the maintenance programme includes detailed procedures of when and how to deviate from the prescribed intervals.

The SCAA procedure regarding the revision 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 and the associated AMC, as required in the civil aviation directive CAD-AIRW/10.
- 2.2 For the initial approval of a Maintenance Programme, the applicant shall submit to the SCAA the proposed maintenance programme and a completed maintenance programme compliance checklist SF36A, using the Standard Forms SF-36 for Commercial Air Transport or SF-38 for non-Commercial Air Transport. These Standard Forms can be downloaded from the SCAA website ([www.scaa.sc](http://www.scaa.sc)).

### 3 Permitted variation

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

- (a) Items controlled by flight hours: 10% not exceeding 500 flight hours
- (b) Items controlled by calendar time:
- (i) Up to 12 months: 10% or 1 month, whichever is the lesser.
  - (ii) Between 13 and 36 months: not exceeding 2 months
  - (iii) More than 36 months: not exceeding 3 months
- (c) Items controlled by landing/cycles:
- (i) 500 landing/cycles or less: 10% or 25 FC, whichever is the lesser
  - (ii) More than 500 landing/cycles: 10% or 500 FC, whichever is the lesser

- (d) When an item is controlled by more than one limit, then 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 Maintenance Programme.
  - b) Those tasks included in the 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.
- 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.
- 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 Human Factor Principles**

Operators must take into account the principles of Human Factors, when designing and applying the maintenance schedule.

#### **6 Maintenance Programme revision**

- 6.1 The programme shall be subject to a periodical revision, at least annually. It shall also be amended/revised within 90 days of any applicable amendments/revisions to the manufacturer's continuing airworthiness data.
- 6.2 All revisions must be submitted to the Authority for approval.
- 6.3 The revision submission shall include:
- a) One submission form as shown in Appendix 1 to this Notice, including a summary of changes
  - b) The revised List of Effective Pages
  - c) All affected pages, on which all changes will be identified.
- 6.4 After satisfactory review and approval of the amendment, the Authority will return to the applicant a signed copy of the submission forms for insertion in the Programme. The operator will then proceed with the distribution of the approved amendment, without copying the Authority.

**7 Notice revision**

This Notice becomes effective from the date of issue and supersedes Airworthiness Notice No.5 issue 8, August 2018, which should be destroyed.

**Appendix 1**

**Amendment Approval Form**

<b>MAINTENANCE PROGRAMME AMENDMENT APPROVAL SUBMISSION</b>		
SCAA Programme Ref: _____	Issue No: _____	
	Aircraft Type: _____	
Operators. Programme Ref: _____	Issue Date: _____	
	Amendment No: _____	
Action to be taken	Justification	SCAA Remarks
<p><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</p>		
Signed: _____	Position: _____	
Date: _____		
Organisation: _____	on behalf of _____	
The above requested amendments are approved with the exception of: _____		
Signed: _____	for the SCAA	
Date: _____		

			Item						
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