



## **AIRCRAFT MAINTENANCE PROGRAMME COMPLIANCE DOCUMENT NON COMMERCIAL OPERATION**

### **Reference material**

SCAA CAD-AIRW/8(1)-10  
Airworthiness Notice 5 and 7

### **Introduction**

The purpose of the attached Maintenance Programme Compliance Document is to ensure that the introductory pages of the Maintenance Programmes submitted to the SCAA for approval are standardised and include all items that are required by M.A.302 and other SCAA requirements.

The document includes all the relevant information as detailed in Appendix 1 to AMC M.A.302. The operator/owner may modify the format of this document as necessary, but in all cases the content shall clearly show compliance with the requirement or shall be marked *Not Applicable* if not relevant. The paragraph headings must remain even if the content is not applicable. It is recommended that references to the relevant paragraphs of the Maintenance Programme be added to facilitate the compliance demonstration.

The SCAA standard permitted variations to the maintenance periods that may be applied are published in the Airworthiness Notice 5. These limitations shall be included in the Maintenance Programme.

For the initial approval of a Maintenance Programme, the applicant shall submit to the SCAA the proposed maintenance programme and the completed Maintenance Programme Compliance Document. The approval process will be conducted and completed by the Airworthiness Inspectorate. When satisfied that the programme complies with the requirements of M.A.302 and SCAA requirements, the SCAA will issue a maintenance programme approval document.

Amendments to any part of the approved Maintenance Programme, including the Maintenance Programme Compliance Document, shall be submitted to the SCAA for approval. A sample of the Maintenance Programme Amendment Approval Submission sheet is published in the Airworthiness Notice 5.

# MAINTENANCE PROGRAMME COMPLIANCE DOCUMENT

## 1 MAINTENANCE PROGRAMME PREFACE

(Appendix 1 to AMC M.A.302 para. 1.1.1, 1.1.2, 1.1.3, 1.1.6)

1.1 This Maintenance Programme is applicable to the following:

Aircraft Type/Model/Serial number:  
Engine(s) Type:  
APU Type:  
Propeller Type:  
Registration(s):

1.2 Owner/Operator Name and Address

1.3 The periods and frequencies of the maintenance tasks and inspections in this Maintenance Programme Reference [*Quote SCAA reference number, issue and date*], are based on an annual utilisation of [*Quote in flying hours*].

If the annual utilisation varies by more than 25% from that stated, the Maintenance Programme will be reviewed in order that any necessary adjustments to the maintenance tasks and periods may be made.

1.4 This Maintenance Programme is based on the Type Certificate holder's maintenance recommendations as follows:

Manufacturer's Manual References		Issue	Date
Airframe			
Engine			
APU			
Propeller			

## 2 OPERATOR/OWNER STATEMENT

(Appendix 1 to AMC M.A.302 para. 1.1.4)

In the preparation of this Maintenance Programme to meet the requirements of SCAA, the recommendations made by the airframe, the engine 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 aircraft listed in Paragraph 1.1. The operator undertakes to ensure that these aircraft will continue to be maintained in accordance with this programme.

In accordance with Procedure 3.1, the data contained in this programme will be reviewed for continued validity at least annually in the light of operating experience.

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 does not discharge the operator from ensuring that the programme reflects the maintenance needs of the aircraft, such

that continuing safe operation can be assured. It is further understood that the SCAA reserves the right to suspend, vary or cancel approval of the Maintenance Programme if the SCAA has evidence that requirements of the Maintenance Programme are not being followed or required standards of airworthiness are not being maintained.

Name:

Position:

Signed:

For and on behalf of owner/operator: [*Quote name of operator/owner*]

Date:

### 3 PROCEDURES

#### 3.1 Programme Review

(Appendix 1 to AMC M.A.302 para. 5)

In addition to monitoring fleet utilisation, the data contained in this Maintenance Programme will be reviewed at least annually by the owner/operator to ensure that the detailed requirements continue to be valid in the light of operating experience, Type Certificate holder's recommendations and mandatory requirements that affect the maintenance needs of the aircraft.

#### 3.2 Escalation of Maintenance Programme Check Periods

(Appendix 1 to AMC M.A.302 para. 1.1.7)

Escalation of the established check periods associated with the Maintenance Programme are not permitted unless issued by the Type Certificate holder and approved by the SCAA.

#### 3.3 Pre-Flight Maintenance Tasks

(Appendix 1 to AMC M.A.302 para. 1.1.9)

This Maintenance Programme includes details of all pre-flight maintenance tasks that are accomplished by maintenance staff. It does not include those tasks published in the Aircraft Flight Manual (or Pilot Owner Handbook) for action by the flight crew.

#### 3.4 Ageing System Requirements

(Appendix 1 to AMC M.A.302 para. 1.1.12)

This Maintenance Programme includes any applicable requirements defined by the Type Certificate holder with regard to the maintenance of ageing systems, including any specified sampling programmes.

#### 3.5 Structural Inspection Programme

(Appendix 1 to AMC M.A.302 para. 1.1.13)

This Maintenance Programme includes the requirements of the structural inspection programme and any associated sampling programme recommended by the Type Certificate holder.

#### 3.6 Corrosion Control Programme

(Appendix 1 to AMC M.A.302 para. 1.1.13)

This Maintenance Programme includes the corrosion control programme as recommended by the manufacturer in [*Quote manual reference*].

### 3.7 Mandatory Life Limitations, Certification Maintenance Requirements, Airworthiness Directives

(Appendix 1 to AMC M.A.302 para. 1.1.17)

The Airworthiness mandatory life limitations shall be those published by the state of design of the Type Certificate holder and Supplementary Type Certificate holders.

The Airworthiness directives shall be those issued by EASA, the SCAA and the State of Design responsible for the type certificate and supplementary type certificates.

The assessment and control of compliance with the Airworthiness Directives shall be recorded in the appropriate aircraft log book(s) or any alternative documents or systems acceptable to the SCAA.

The Certification Maintenance Requirements (CMRs), where applicable to aircraft maintained to this Maintenance Programme, are listed in [*Quote the document reference*].

### 3.8 Reliability Programme

(Appendix 1 to AMC M.A.302 para. 6)

Where a reliability programme is required, the operator/owner will apply the method of data collection, analysis, corrective actions and reporting specified for the implementation of the condition monitoring or reliability programme as recommended by the manufacturer.

### 3.9 Performance of Maintenance

(Appendix 1 to AMC M.A.302 para. 1.1.19 and M.A.402)

All maintenance shall be performed following the methods, techniques, standards and instructions specified in M.A.402.

Any flight sensitive maintenance tasks requiring an independent inspection in accordance with M.A.402(a) and AMC M.A.402(a)4 shall be identified in the Maintenance Programme.

### 3.10 Abbreviations, Terms and Definitions

(Appendix 1 to AMC M.A.302 para. 1.1.20)

All significant terminology and abbreviations used within the Maintenance Programme to define each maintenance task are defined in accordance with the Type Certificate holder's definitions, or in the absence of formal definitions, those quoted in the World Airlines Technical Operations Glossary.

### 3.11 Permitted Variations to Maintenance Periods

(Appendix 1 to AMC M.A.302 para. 4)

The periods prescribed by the Maintenance Programme may only be varied in accordance with the procedures, conditions and limits set in the Airworthiness Notice 5.

## 4 ADDITIONAL MAINTENANCE REQUIREMENTS

### 4.1 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 not exceeding 3 months
- b) Ni-Cadmium not exceeding 4 months

### 4.2 Emergency Equipment

The required Emergency Equipment shall be maintained in accordance with the equipment manufacturer's recommendations. In addition, the following tasks are required:

- a) All emergency equipment is to be checked for correct content, stowage, installation and expiry date(s) at suitable periods.
- b) First Aid Kit(s) contents are checked at periods not exceeding 6 months.

### 4.3 Emergency Escape Provisions (as applicable)

- a) Portable Valise Type Liferrafts:

At the appropriate Overhaul Period, 10% of all liferafts installed in fleets will be test inflated using system bottle and release mechanisms.

- b) Door and Escape Chutes/Slides:

Slides and chutes must be inflated and tested as least once every 36 months or prior to overhaul in accordance with the manufacturer's instructions.

- c) Emergency Exits/Hatches:

In the absence of manufacturer's specific recommendations, all emergency exits and hatches must be functioned by both internal and external means at periods not exceeding 6 months elapsed time.

### 4.4 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.

### 4.5 Fuel/Oil System Contamination Checks

Consumable fluids, gases uplifted prior to flight will be of the correct specification, free from contamination, and correctly recorded.

In the absence of manufacturers recommendations, fuel system water drain checks shall be carried out at periods not exceeding 24 hours elapsed time.

### 4.6 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 or equivalent are applied.

### 4.7 Seat Belts and Harnesses

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.

### 4.8 Safety Critical Points and Control Systems

Whenever inspections are made or work is undertaken on safety critical points, flight 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.

### 4.9 Maintenance Applicable to Specific Aircraft Operation

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)
- Transportation of Dangerous Goods
- Other (Specify)