

**[A/C REG. MARK] MAINTENANCE PROGRAM**

**[A/C TYPE]**



## SECTION 2

## CONTENT, EFFECTIVE PAGES, MAINTENANCE PROGRAM APPROVAL

Section	Page	Description	Revision Number	Submitted for approval	
				Date	Signature
1	1	Aircraft /Owner information, Owner's/CAMO's Statement			
2	2	Content, Effective Pages, MP Approval			
3	3-4	Standards and Responsibilities			
4	5-6	General, Preflight Inspection, Engine Run-up, Inspection Charts, Aircraft Storage, Deviations from [A/c type/model Series Service/Maintenance Manual Doc. No. Chapter No. Recommendations]			
5	6	Periodical Applicable Service Bulletins and Airworthiness Directives			
6	6-7	MP Annual Review and Revision Control			
Appendices		See List of Effective Pages of Appendices			

Approved by: ECAA

Date:

Signature:

Official stamp:

## SECTION 3 STANDARDS AND RESPONSIBILITIES

### 1 Owner's Responsibilities

1.1 The Owner is responsible for the aircraft continuing airworthiness in accordance with Regulation (EC) No. 2042/2003, Appendix I (Part M) M.A.201. When the owner of an aircraft contracts the tasks associated with continuing airworthiness to a continuing airworthiness management organization approved in accordance with Section A, Subpart G of Part M, the continuing airworthiness management organization assumes responsibility for the proper accomplishment of tasks defined by contract. [(See App. 6 to this MP "Copy of the Continuing Airworthiness Arrangement Contract")]

### 2 Certificate of Release to Service (CRS)

2.1 On completion of any of the MP maintenance checks, a detailed, referenced entry must be made in the relevant log book(s) with an appropriate CRS by the certifying person.

### 3 Airworthiness Life Limitations (Retirement/Scrap Lives)

3.1 Airworthiness life limitations shall be those published by the state of design TC holder and STC holders.

3.2 Airworthiness life limitations shall be recorded in document or system acceptable to the ECAA

### 4 ADs

4.1 ADs shall be those issued by EASA, the ECAA and the state of design responsible for the TCs and STCs.

4.2 Forecasting and compliance with ADs shall be recorded in documents or systems acceptable to the ECAA.

### 5 Overhaul, Additional Inspections and Test Periods

5.1 Overhaul, additional inspections and test periods shall be those recommended by the TC holder or STC holders.

5.2 EASA and the ECAA may vary or mandate overhaul and test periods and additional inspections by the issue of an AD, national Generic Requirements or accepting deviations as per Section 4 of this Maintenance Program.

5.3 The forecasting and compliance with overhaul, additional inspections and test periods shall be recorded in document or system acceptable to the ECAA.

### 6 Instructions for Continued Airworthiness

6.1 Instructions for continued airworthiness consist of in-service data published by the TC or STC holder in MM/SM, SBs, SLs etc.

6.2 To ensure operational safety and reliability, instructions for continued airworthiness must be formally technically assessed and adopted as required by the [name of CAMO or Owner].

6.3 Continued airworthiness instructions shall be recorded in documents or systems acceptable to the ECAA.

### 7 Changes (Modifications or Repairs)

7.1 EASA approved changes (modifications), which have been carried out, must be recorded in the documents or systems acceptable to the ECAA.

7.2 Any additional instructions for continued airworthiness due to the change shall be recorded in documents or systems acceptable to the ECAA.

### 8 Independent Inspections

8.1 The TC holder or STC holder's instructions for continued airworthiness should be followed when determining the need for an independent inspection.

8.2 In the absence of these inspection standards, an independent inspection must be carried out after any flight safety sensitive maintenance task, in accordance with M.A.402 (a) & AMC M.A.402 (a) 4

### 9 Scheduled Maintenance Operation Charts

9.1 Operation Chart become part of the maintenance records that must be kept in accordance with M.A.305(h) by the [name of CAMO or Owner].

9.2 All additional maintenance carried out should be certified on suitably referenced worksheets and included in the aircraft records.

9.3 Scheduled maintenance Operation Charts and additional worksheets shall be cross-referenced and recorded documents or systems acceptable to the ECAA, giving details of ADs, component changes, scheduled and any additional maintenance carried out.

### 10 Defects

Any defect that hazards seriously the flight safety shall be rectified before further flight. Only the certifying staff defined by Appendix 3 to this Maintenance Program can decide, using maintenance data, which rectification action shall be taken before further flight and which defect rectification can be deferred. Any aircraft defect that would not hazard seriously the flight safety shall be rectified as soon as practicable, after the date the aircraft defect was first identified and within any limits specified in the maintenance data. Any defect not rectified before flight shall be recorded in the aircraft maintenance record system.

### 11 Performance of Maintenance

All maintenance shall be performed following the methods, techniques, standards and instructions specified in M.A.402. The aircraft should only be maintained with this approved MP. The general maintenance and inspection standards applied to individual maintenance tasks should meet the recommended standards and practices of the organization responsible for the type design which are published in the MM/SM. Only certifying staff of organizations and persons listed in Appendix 3 may perform maintenance actions on this aircraft.

**SECTION 4****GENERAL, PREFLIGHT INSPECTION, INSPECTION CHARTS, ENGINE RUN-UP****1. GENERAL**

The inspection program has to comply with the requirements of the relevant Airworthiness Directives. Repair or replacement instructions for those components found to be unserviceable during the inspection, appear in the section of SM covering the respective aircraft system, engines, propellers, other components with aircraft scheduled maintenance.

Recurrent inspections, tests, required by ADs, SBs, SLs and not jet included into Operation Charts of this Program, will be included into Appendix 2 of this Program and recorded in maintenance records with their indication number.

The aircraft must undergo a Complete Inspection (Annual) each twelve calendar months. A Complete Aircraft Inspection includes all 50, 100 [and 200] hour items plus those Special Inspection Items which are due at the time of inspection.

**2. PRE-FLIGHT INSPECTION**

The airplane must be given a thorough preflight and walk-around check. The pilot must include the preflight check as a normal procedure necessary for the safe operation of the aircraft. Refer to the Pilot's Operating Handbook for a listing of items that must be checked.

**3. ENGINE RUN-UP.**

Before beginning the step-by-step inspection, start, run up, and shut down the engine in accordance with instructions in the Owner's Manual. During the run-up, observe the following, making note of any discrepancies or abnormalities.

After the inspection has been completed, an engine run-up should again be performed to ascertain that any discrepancies or abnormalities have been corrected.

**4. INSPECTION CHARTS**

The Program is divided into main scheduled maintenance operations [(OP1 thru OP No.) which cover 50 hours, 100 hours [and 200] hours inspection requirements. [100 or 200] hours inspection is considered a Complete or Annual Inspection and must be done also each twelve calendar months. Remaining operations include all of the inspection requirements due at other intervals.

For Inspection Charts/Aircraft Storage/ Components Overhaul and Replacement see Appendix 1.

Following variations will be applied:

[specify according to manufacturer SM/MM, if defined.

If not defined:

For FH controlled tasks – 10 hrs.

For calendar controlled tasks – 1 month.]

Notes:

1. For tasks controlled by FHs should not be understood to be a maintenance planning tool, but as an exceptional means to allow the Owner to fly for a limited period of time until the required check is performed.
2. May not be applied to ADs, National Requirements, airworthiness life limitations or overhaul and test periods.
3. Not required to be deducted from the next scheduled check. Maintenance check periods will be counted from the moment when the aircraft was manufactured.

Unless specified in detail in the list or table the checks and inspections to be carried out refer to the following operations:

**MOVABLE PARTS** for lubrication, servicing, security of attachment, binding, safetying, excessive wear, proper operation, proper adjustment, correct travel, cracked fittings, safety of hinges, defective bearings, cleanliness, corrosion, deformation, sealing and tension.

**FLUID LINES AND HOSES** for leaks, cracks, dents, kinks, chafing, proper radius, corrosion, obstructions and deterioration.

**METAL PARTS** for security of attachment cracks, metal distortion, broken spot-welds and riveting, corrosion and any other apparent damage.

**WIRING** for security, chafing, burning, defective insulation, loose or broken terminals, heat deterioration and corroded terminals.

**BOLTS IN CRITICAL AREAS** for correct torque and safetying, damaged thread.

**FILTER AND FLUID** for cleanliness, contamination and/or replacement if required at specified intervals.

#### 5. AIRCRAFT STORAGE.

For storage procedures see Appendix 1

#### 6. DEVIATIONS FROM [A/C TYPE/MODEL SERIES SERVICE/MAINTENANCE MANUAL DOC. NO. REVISION NO.5 ISSUED DATE AND TEMPORARY REVISION NO. FROM DATE CHAPTER NO. RECOMMENDATIONS]

The Program has following deviations from [A/cType/Model series Service/Maintenance Manual issued date revision No. (from date) Chapter No.] recommendations:

1. Engine condition evaluation before engine TBO extension and every 100 hrs or 1 year thereafter before next extension. TBO in flight hours may be extended maximum for 20% from recommended by manufacturer if aircraft is used for commercial air transport and for 50% for all other aircraft. Calendar TBO may be extended maximum for 100% from recommended by manufacturer. Engine condition evaluation before engine TBO extension shall be performed only by maintenance organization.
2. [xxxxx]
3. etc.

#### 7. SERVICE LIFE LIMITS

See Appendix 1.

#### SECTION 5 PERIODICAL INSPECTION SERVICE BULLETINS

See Appendix 2.

#### SECTION 6 MP ANNUAL REVIEW AND REVISION CONTROL

This MP is annually reviewed by the [name of CAMO or owner] and amended accordingly when necessary. The review will ensure that the MP continues to be valid in light of the operating experience and instructions from the competent authority whilst taking into account new and/or modified maintenance instructions promulgated by the TC and STC holders and any other organization that publishes such data in accordance with Annex (Part-21) to Regulation (EC) No 1702/2003. M.A.302 (d) M.A.302 (g).

After the review the signed checklist should be printed out and stored in the Appendix 4 to this MP.