

ภาคผนวก ก

รายการข้อกำหนดในการบำรุงรักษา (CAAT MAINTENANCE REQUIREMENTS)

(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.

(2) EMERGENCY EQUIPMENT

The required emergency equipment will be maintained to a schedule based on the equipment manufacturer's recommendations. In addition, the following requirements are complied with in the Maintenance Schedule:

Emergency equipment is to be checked for correct complement, stowage, installation and expiry date(s) at suitable periods.

First Aid Kit(s) contents are checked at periods not exceeding 12 months.

(3) EMERGENCY ESCAPE PROVISIONS (as applicable)

a) Portable Valise Type Life rafts

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

b) Door and Escape Chutes/Slides

A schedule of release and inflation tests will be carried out. (Overhaul in accordance with OEM intervals and not exceed 36 months. A slide deployment sampling programme at least 10 or 10%, whichever is the greater, of all the exits in the fleet, will have been deployed within an elapsed period of not more than two years.

c) Emergency Exits/Hatches

All emergency exits and hatches are functioned by both internal and external means at periods specified in this Maintenance Schedule. In the absence of manufacturer's specific recommendations, these should occur at suitable periods not exceeding six months elapsed time.

(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 schedule of pressure testing at periods not exceeding six years from installation and three yearly thereafter, or in accordance with an alternative schedule as agreed by the CAAT.

(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.

Fuel system water drain checks are to be carried out in accordance with operator's General Maintenance Management Manual.

The procedures shall be in accordance with the manufacturer's recommendations. In the absence of manufacturer's recommendations, the frequency of the water drain checks shall be approved by the CAAT.

(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) BS5430-2 should be followed.

(7) SEAT BELTS AND HARNESSSES

In the absence of manufacturer's recommendations, all installed seat belts and harnesses shall be subject to a schedule of Detailed Visual Inspection at periods not exceeding six months.

(8) CAAT AIRWORTHINESS REQUIREMENTS

CAAT Airworthiness Requirements detail additional maintenance requirements. Procedures are in place to assess all Airworthiness Requirements on a continuing basis for applicability to aircraft maintained to this Maintenance Schedule. Where necessary, relevant maintenance tasks should be included in the Maintenance Schedule.

(9) 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 schedule, 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.

(10) MAINTENANCE APPLICABLE TO SPECIFIC AIRCRAFT OPERATIONS

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

- Automatic Approach and Automatic Landing CAT II/CAT III
- Minimum Navigation Performance Specifications (MNPS)
- Reduced Vertical Separation Minima (RVSM)
- Extended Range Twin Operations (ETOPS)
- Others (Specify)

(11) CUSTOMER OR BUYER FURNISHED EQUIPMENT

The Maintenance Schedule contains the necessary tasks required to ensure continued airworthiness of customer or buyer furnished equipment fitted to the aircraft.

(12) ENGINE AND APU MAINTENANCE PROGRAMME

For engines and APUs which are controlled by a Reliability Centered Maintenance or Condition Monitored Maintenance Programme, compliance with CAAT (ENG-02).

Note: For engines and APUs controlled by a fixed Hot Section Inspection and Overhaul Life, no entry is required.

(13) MANDATORY REQUIREMENTS – AIRWORTHINESS DIRECTIVES AND MANUFACTURER’S SERVICE INFORMATION

CAAT requires Operators to institute a system for the assessment of continuing airworthiness information. An Airworthiness Directive (AD) is a document issued or adopted by the Authority of the State of Registry of an aircraft which mandates the actions to be performed to restore an acceptable level of safety to an aircraft when an unsafe condition has been identified.

The constructor/manufacture issues technical information in the form of Service Bulletins, Letters, Information Leaflets, etc. resulting from in-service experience. Compliance with the mandatory requirements of the Authority responsible for the type design of aircraft and equipment must be achieved unless the requirement is varied by the Director-General of Civil Aviation Authority of Thailand.

Continuing Airworthiness and other Service Information must be continuously evaluated by the Operator or the contracted Maintenance Organisation or the Fleet Technical Management Organisation and, where necessary, appropriate action must be taken to amend the Maintenance Schedule.

(14) FLIGHT RECORDERS

The Maintenance Schedule should contain the necessary tasks required to ensure that flight recorders, which include flight data recorders and cockpit voice recorders, remain serviceable with regard to the parameters to be recorded and the duration of recording. In addition to the maintenance requirements stipulated by the aircraft and recorder manufacturers, the requirements of CAAT announcement (Operation of Aircraft, Commercial Air Transport- Airplane) shall be complied with.

(15) MODE “S” TRANSPONDER ICAO 24-BIT AIRCRAFT ADDRESSES

The correct Mode S address should be periodically confirmed for each transponder installed on the aircraft, via a field test set at an appropriate maintenance opportunity (not to exceed a 2-year period). This task should be incorporated into the Maintenance Schedule.

(16) IN-FLIGHT ENTERTAINMENT SYSTEMS (IFE)

IFE SYS and installations should be addressed and form part of the periodic schedule review. JAA TGL 17 provides detail guidance on the development of IFE scheduled maintenance tasks and solutions.