

Maintenance Programme Compliance and Approval Checklist

| | |
|----------------|--|
| Operators Name | |
| Address | |
| Aircraft Type | |
| Manufacture | |
| Model | |

Maintenance Programme Compliance and Approval Checklist

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

Yes = Satisfactory
N/A = Not Applicable

Details of the Maintenance Programme:

| Maintenance Programme | | Compliance | | Note | For CAAT Verification/ Remark |
|-----------------------|--|------------|-----|------|----------------------------------|
| | | Yes | N/A | | |
| 1. | Maintenance programme basic information | | | | |
| 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 | | | | |
| 1.2 | The name and address of the owner, operator, maintenance organization or fleet technical management 1tilization1 managing the aircraft airworthiness | | | | |
| 1.3 | The programme reference, the date of issue and issue number | | | | |
| 1.4 | A signed statement. (the end of this checklist) | | | | |
| 1.5 | Contents list | | | | |
| | List of effective pages | | | | |
| | Revision status of the document | | | | |
| 1.6 | Check periods for anticipated 1tilization; include an 1tilization tolerance of plus or minus 25%. <i>Where utilization cannot be anticipated, calendar time limits should also be included</i> | | | | |
| 1.7 | Procedures for escalation where applicable and acceptable to the CAAT | | | | |

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| | | Yes | N/A | | |
| 1.8 | Pre-flight maintenance tasks | | | | |
| 1.9 | The tasks and the periods (intervals/frequencies) at which inspections should be carried out, including type and degree of inspection of the following, together with the associated systems and installations: | | | | |
| | a. Aircraft | | | | |
| | b. Engine(s) | | | | |
| | c. APU | | | | |
| | d. Propeller(s) | | | | |
| | e. Components | | | | |
| | f. Accessories | | | | |
| | g. Equipment | | | | |
| | h. Instruments | | | | |
| | i. Electrical and radio apparatus | | | | |
| 1.10 | The periods at which components should be: | | | | |
| | a. Checked | | | | |
| | b. Cleaned | | | | |
| | c. Lubricated | | | | |
| | d. Replenished | | | | |
| | e. Adjusted | | | | |
| | f. Tested | | | | |
| 1.11 | Details of ageing aircraft system requirements with any specified Sampling Programmes, if applicable | | | | |
| 1.12 | Details of specific Structural Maintenance Programmes issued by TCH, if applicable, including but not limited to: | | | | |
| | a. Damage Tolerance and Supplemental Structural Inspection Programmes (SSID) | | | | |
| | b. Maintenance requirement resulting from Service Bulletin review performed by the TCH | | | | |
| | c. Corrosion prevention and control | | | | |
| | d. Repair Assessment | | | | |
| | e. Widespread Fatigue Damage | | | | |
| 1.13 | a. Details of CDCCLs | | | | |
| | b. Details of EWIS items | | | | |

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| | | | Yes | N/A | | |
| 1.14 | Statement of the limit of validity for the Structural Maintenance Programme in 1.12, if applicable, in terms of flight cycles / flying hours / calendar time | | | | | |
| 1.15 | The periods at which overhauls should be made | | | | | |
| 1.16 | A cross-reference to other documents related to: | | | | | |
| | a. Mandatory life limitations | | | | | |
| | b. Certification Maintenance Requirements (CMR's), if applicable | | | | | |
| | c. Airworthiness Directives (AD) | | | | | |
| | d. Specific identification of the above items mandatory status | | | | | |
| 1.17 | Reliability Programme | | | | | |
| 1.18 | A statement that practices and procedures should be the standards specified by the TCH's maintenance instructions | | | | | |
| 1.19 | The definition of each inspection type should be provided in a section | | | | | |
| 2 | Schedule basis. | | | | | |
| 2.1 | Is the Maintenance Schedule based upon the MRB report, the TCH'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) and other applicable continuing airworthiness information | | | | | |
| 2.3 | For existing aircraft types, comparisons with Maintenance programme previously approved | | | | | |
| 2.4 | ALIs, CMRs, and CDCCLs, etc. | | | | | |
| 3 | Amendments. | | | | | |
| 3.1 | Amendments (revisions) to reflect changes | | | | | |
| | a. In the TCH's recommendations | | | | | |
| | b. Introduced by modifications | | | | | |
| | c. Introduced by repairs | | | | | |
| | d. Discovered by service experience | | | | | |
| | e. As required by CAAT | | | | | |

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| | | Yes | N/A | | |
| 4 | Permitted variations to maintenance periods (see CAAT announcement) | | | | |
| | 4.1 Vary the periods through a procedure approved by the CAAT? | | | | |
| | 4.2 Vary the periods with the approval of CAAT (See CAAT announcement) | | | | |
| 5 | Periodic review of maintenance schedule contents. | | | | |
| | 5.1 Periodic review to ensure that the Maintenance Schedule reflects current: | | | | |
| | a. TCH'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 | CAAT required items | | | | |
| | 6.1 Details of who may issue a CRS | | | | |
| | 6.2 Define which inspections/checks are considered to be base maintenance | | | | |
| | 6.3 Maintenance Requirements, in the absence of manufacturer's recommendations. (See CAAT ENG-01 Appendix D) | | | | |
| | 6.3.1 Aircraft battery capacity check / deep cycle | | | | |
| | 6.3.2 Emergency equipment | | | | |
| | 6.3.3 Emergency escape provisions | | | | |
| | a. Portable valise type life-rafts | | | | |
| | b. Door & escape chutes / slides | | | | |
| | c. Emergency exits / hatches | | | | |
| | 6.3.4 Flexible hoses | | | | |
| | 6.3.5 Fuel / oil system contamination checks | | | | |
| | 6.3.6 Pressure vessels | | | | |
| | 6.3.7 Seat belts and harnesses | | | | |
| | 6.3.8 CAAT Airworthiness Requirement applicability | | | | |
| | 6.3.9 Vital points and control systems | | | | |

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| | | Yes | N/A | | |
| | | 6.3.10 Maintenance applicable to special operational approvals, if applicable: | | | |
| | | | | - AWO | |
| | | | | - RVSM | |
| | | | | - ETOPS | |
| | | | | - MNPS | |
| | | | | - Transport of dangerous goods | |
| | | | | - Other (Specify) | |
| | | | | 6.3.11 Customer furnished equipment | |
| | | | | 6.3.12 Engine & APU condition monitored maintenance | |
| | | | | 6.3.13 Mandatory requirements as listed in CAAT Airworthiness Directive | |
| | | | | 6.3.14 Flight recorder systems (FDR, CVR) | |
| | | | | 5.3.15 Mode "S" transponder ICAO 24-bit aircraft addresses | |
| | | | | 6.3.16 In-flight entertainment systems | |

For AOC

For CAAT Staff

Completed by (Name) Accepted by CAAT (AIR Inspector Sign)

..... (Position) Inspector Name

Sign and Date

Date of Acceptance

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Operator's Certification Statement

In the preparation of this maintenance programme to meet the requirements of AOCR and CAAT announcement, the recommendations made by the aircraft, engine and equipment manufacturers have been evaluated and, where appropriate, have been incorporated.

This maintenance schedule lists the tasks and identifies the practices and procedures, which form the basis for the maintenance programme of the aircraft. The operator undertakes to ensure that these aircraft 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.

It is accepted that this programme does not prevent the necessity for complying with any new or amended regulations or requirements published by CAAT 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 aircraft, such that continuing safe operation can be assured. It is further understood that CAAT reserves the right to suspend, vary or cancel approval of the maintenance programme if the CAAT 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

Signed

Position

For and on behalf of operator

Date

NOTE: The post holder identified above is either the Accountable Manager or Quality Manager of the operator or when the aircraft's continuing airworthiness management is contracted to an approved organization, the Accountable Manager or Quality Manager of such organization.