



สำนักงานการบินพลเรือนแห่งประเทศไทย
The Civil Aviation Authority of Thailand

GUIDANCE MATERIAL FOR DEVELOPMENT OF PART-M AIRCRAFT MAINTENANCE PROGRAMMES (M-AMP)

CAAT-GM-AIR-302

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Approved by

Air Chief Marshal

A handwritten signature in blue ink, appearing to read 'Manat', is placed next to the title 'Air Chief Marshal'.

Manat Chavanaprayoon
Director General of the Civil Aviation Authority of Thailand

FOREWORD

This Guidance Material reflects CAAT's policy and expectations for the development and control of Aircraft Maintenance Programmes under TCAR AIR Part-M.

CAAT may revise this Guidance Material when necessary to reflect regulatory changes, implementation experience, safety information, or identified areas requiring further clarification or standardisation.

ABBREVIATIONS

AD	Airworthiness Directives
ADS-B	Automatic Dependent Surveillance – Broadcast
ALI	Airworthiness Limitation Items
ALS	Airworthiness Limitations Section
AMC	Acceptable Means of Compliance
AMM	Aircraft Maintenance Manual
AMP	Aircraft Maintenance Programme
AOC	Air Operator Certificate
APU	Auxiliary Power Unit
AWOPS	All Weather Operations
CAAT	The Civil Aviation Authority of Thailand
CAAT CAN	CAAT's Continuing Airworthiness Notification
CAE	Combined Airworthiness Exposition
CAO	Combined Airworthiness Organisation
CAME	Continuing Airworthiness Management Exposition
CAMO	Continuing Airworthiness Management Organisation
CA(M)E	CAME and/or CAE, as applicable
CA(M)O	CAMO and/or CAO, as applicable
CDCCL	Critical Design Configuration Control Limitations
CMM	Component Maintenance Manual
CMR	Certification Maintenance Requirements
CPCP	Corrosion Prevention and Control Programme
DAH	Design Approval Holder
DOA	Design Organisation Approvals
DSG	Design Service Goal
DTI	Damage Tolerance Instructions
EDTO	Extended Diversion Time Operations
ESG	Extended Service Goal
ETOPS	Extended-range Twin-engine Operations Performance Standards (old term for EDTO)
EWIS	Electrical Wiring Interconnection Systems
FAL	Fuel Airworthiness Limitations
FC	Flight Cycles
FH	Flight Hours
FTS	Fuel Tank Safety
HUMP	High Utilisation Maintenance Programme
ICA	Instructions for Continuing Airworthiness
LLI / LLP	Life Limited Items / Life Limited Parts
LOV	Limit of Validity
LUMP	Low Utilisation Maintenance Programme
LVO	Low-Visibility Operations
L/HIRF	Lightning/High Intensity Radiated Fields
NDT	Non-Destructive Testing
MCAI	Mandatory Continuing Airworthiness Information
MNPS	Minimum Navigation Performance Specification
MPD	Maintenance Planning Document
MRB	Maintenance Review Board
MRBR	Maintenance Review Board Report
MSI	Maintenance Significant Items
OEM	Original Equipment Manufacturer (also means the aircraft manufacturer)
RVSM	Reduced Vertical Separation Minimum

SB	Service Bulletins
SIB	Safety Information Bulletin
SSI	Structural Significant Items
STC	Supplemental Type Certificate
STCH	Supplemental Type Certificate Holder
(S)TC	TC and/or STC, as applicable
(S)TCH	TCH and/or STCH, as applicable
TBO	Time Between Overhaul
TC	Type Certificate
TCDS	Type Certificate Data Sheet
TCH	Type Certificate Holder
TR	Temporary Revision
TSO	Technical Standard Order

RECORD OF AMENDMENTS

Issue	Revision	Date	Amendment description
01	00	21-Oct-2026	Initial issue.

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INTRODUCTION

BACKGROUND

The Civil Aviation Authority of Thailand (CAAT) has established TCAR AIR Part-M requirements governing the continuing airworthiness of aircraft, including the establishment and control of Aircraft Maintenance Programmes (AMPs).

To support consistent implementation of these requirements and to promote a common understanding among regulated organisations and CAAT inspectors, CAAT has developed this Guidance Material based on applicable regulatory requirements, associated AMC/GM, relevant continuing airworthiness principles, and regulatory implementation experience.

PURPOSE

The purpose of this Guidance Material is to provide guidance and means of compliance for the development, review, amendment, approval and continued control of Aircraft Maintenance Programmes under TCAR AIR Part-M.

It is intended to support regulatory standardisation, promote AMP content that is clear, traceable and technically justified, and facilitate consistent demonstration and assessment of compliance by regulated organisations and CAAT.

APPLICABILITY

This GM is applicable to Part-CAMO and Part-CAO applicants intending to manage the continuing airworthiness of aircraft subject to TCAR AIR Part-M, and to aircraft owners where applicable under M.A.201(i).

This Guidance Material is complementary to the requirements of Part-M, Part-CAMO and Part-CAO regulations, as amended, and does not supersede or replace those requirements.

This Guidance Material should be applied together with the applicable regulatory requirements, AMC, GM, mandatory continuing airworthiness information, approved maintenance data, and other relevant CAAT requirements. Where any inconsistency exists, the applicable regulatory or mandatory requirement shall prevail.

REFERENCES

— [ANA B.E. 2497](#)

— [Thailand Civil Aviation Regulation \(TCAR\):](#)

- TCAR AIR Part-M and Part-ML: Continuing Airworthiness and its AMC/GM
- TCAR AIR Part-CAMO and Part-CAO: Continuing Airworthiness Management Organisation and Combined Airworthiness Organisation and its AMC/GM
- TCAR AIR Part-39: Airworthiness Directives
- TCAR AIR Part-145: Repair Station Certificate Requirements and its AMC/GM
- TCAR OPS: Air Operations and its AMC/GM

— CAAT regulation on:

- Aircraft (Supplemental) Type Certificate and Airworthiness Standards
- Aircraft Registration and Deregistration
- Issuance and Renewal of CofA
- Modification and Repair
- Aircraft Weight and Balance control
- Special Flight Permit (Permit to fly)
- Reporting of Civil Aviation Occurrences and Protection of Safety Data and Safety Information

NOTES TO ORGANISATION

As part of the application for a new involvement of CAAT in the AMP review and approval process, the Organisation should prepare and plan a meeting with CAAT to present the programme submission.

During the meeting, the content of the proposed AMP can be discussed in detail. The Organisation will be asked to demonstrate how the programme was constructed using the reference documents listed in the submitted material.

The meeting will allow the CAAT to not just verify the programme contents but to develop confidence that the Organisation has robust procedures in place that are followed by their personnel when planning, developing and controlling the document prior to submission to CAAT for approval.

If some of the work has been subcontracted out by the Organisation, the subcontracted organisation should also be part of the meeting. This will ensure that the CAAT has access to any supporting documentation and/or processes to support the application.

The Organisation submitting the application should be able to demonstrate it has direct oversight and control of the maintenance programme contents and provide evidence it has been reviewed by the Organisation prior to submission.

CAAT PART-M AMP COMPLIANCE CHECKLIST

CAAT has developed a [Part-M AMP Compliance Checklist](#) for the CA(M)O to demonstrate compliance with TCAR AIR Part-M, M.A.302, AMC and Appendix I requirements.

Such a checklist could also be used as guidance by the Organisation to prepare a programme satisfactory for CAAT, thus reducing any potential inconsistencies.

A cross reference between the Checklist items and this Guidance Material can be found under each paragraph title.

The AMP Compliance Checklist needs to be compiled in each part for the Initial AMP issue. For any subsequent AMP Revisions/Temporary Revisions only the affected parts need to be filled in, identifying the remaining ones as “Not amended”.

CAAT AMP GUIDANCE MATERIAL OPENING NOTES

Unless otherwise specified, in this Guidance Material any reference to Type Certificate Holder’s (TCH) instructions shall be intended as covering both airframe and engine/propeller.

COMMUNICATION

All documents and correspondence between the Organisation and CAAT should be in English.

The official e-mail is airworthiness@caat.or.th.

MANAGEMENT OF APPROVALS BY CAAT

All process phases (management of approvals, including management of findings) are conducted in CAAT-EMPIC interfacing with CA(M)O via [EMPIC® WEB client](#).

AMP LANGUAGE AND FORMAT

The AMP should be produced in electronic format. The final version of the exposition should be in Portable Document Format (PDF), but any draft version may be provided to the CAAT in another format (such as Word or Excel document) to facilitate the document review.

The AMP required to show compliance Part-M requirements shall be available in the English language. It may also be written in a second language (English and the language of the country where the organisation is located) provided that CAAT has formally agreed. The English version shall always prevail.

Use of terminology, abbreviations, and references must be consistent across the manual.

HF PRINCIPLES IN DESIGN AND APPLICATION OF THE AMP

To ensure that the design and application of AMP observe Human Factors (HF) principles, the following considerations are applied:

- (a) Design - Information Readability
 - Use clear and concise applicability, subheadings, and bullet points to enhance readability and clarity
 - Maintain a consistent font style and size, avoiding excessive capitalisation
 - Apply adequate line spacing and logical paragraph structures to reduce eye fatigue
- (b) Design - Information Content
 - Ensure information is accurate, up-to-date, complete, and easy to comprehend
 - Incorporate visual aids such as photographs, diagrams, charts, and tables to replace long descriptive text where appropriate
 - Use colour-coding in charts and illustrations to improve clarity and reduce workload
 - Avoid unnecessary technical jargon and provide definitions for complex terms
- (c) Design - Information Organisation
 - Arrange information logically, ensuring clear classification and sequencing for both expert and novice users
 - Include a searchable index and hyperlinks for electronic formats to facilitate quick navigation
 - Implement clear section breaks, numbering, and indentations for easy reading
 - Track changes visibly to allow users to view amendments efficiently
- (d) Design - Physical Compatibility
 - Ensure digital versions are accessible on mobile devices and tablets, especially for field staff
 - For printed versions, use standard A4 format with clear binding margins and easy-to-read fonts
 - Consider environmental factors when determining print size and format for improved usability
- (e) Application - Communication
 - Establish clear communication channels for addressing technical inquiries and concerns regarding AMP procedures
 - Provide prompt and effective responses to maintenance personnel queries
- (f) Application - Document Integrity
 - Ensure proper document management to prevent loss, misplacement, or corruption of AMP documents.
 - Implement version control and secure storage systems to maintain document accuracy
- (g) Application - Changes in Procedures
 - Involve users in the review and update process to ensure effective implementation of changes.
 - Provide clear notifications and training on all updates
- (h) Application - Feedback System
 - Establish a formal feedback system to encourage users to report errors, issues, or areas of improvement
 - Regularly review feedback and incorporate necessary adjustments to improve AMP usability
- (i) Application - Procedures/Practices Implementation
 - Ensure that procedures are straightforward, concise, and free from unnecessary redundancy
 - Provide user-friendly formats for checklists, forms, and work instructions
 - Incorporate visuals where possible to support understanding and reduce cognitive load
- (j) Application - AMP Training
 - Deliver sufficient and recurrent training for relevant personnel to ensure familiarity with current AMP procedures
 - Provide practical training sessions to enhance comprehension and application
- (k) Application - Document Interface
 - Ensure AMP interfaces are user-friendly, with easily navigable digital platforms
 - Regularly assess the accessibility and usability of the AMP system to address any interface-related issues

MANAGEMENT CONTROL OF THE AMP

To ensure effective management control of the AMP, the Organisation must integrate HF principles into both the design and application of the AMP. This ensures that the AMP is clear, user-friendly, and practical for personnel, reducing errors, enhancing compliance, and improving its efficiency.

The design control of the AMP shall include the following administrative controls:

- (a) COVER PAGE which consists of:
 - (1) The title “Aircraft Maintenance Programme (AMP)” with applicable aircraft type/model.
 - (2) A unique identification reference given to the AMP (Document reference number).
 - (3) The name of the organisation (official name as defined on the Organisation Certificate – CAAT Form 14). The Doing-Business-As name can also be included.
 - (4) The address, telephone, fax numbers and the generic e-mail address of the Principal Place of Business of the Organisation.
 - (5) The generic email address is aimed to be used even though people in charge leave the company. The address should remain independent from a person and therefore without personal name.
 - (6) The copy number from the distribution list as applicable.
 - (7) The CA(M)O approval number/reference as defined on the certificate.
- (b) TABLE OF CONTENTS
- (c) LIST OF EFFECTIVE PAGES
- (d) APPROVAL SHEET
- (e) HIGHLIGHTS / SUMMARY OF CHANGES
- (f) RECORD OF REVISIONS (including RECORD OF EFFECTIVE TEMPORARY REVISIONS, if applicable)
- (g) DISTRIBUTION LIST
- (h) DEFINITIONS, GLOSSARY, ABBREVIATIONS used in the AMP

Each page of the AMP shall be identified as follows (this information may be added in the header or footer), as applicable depending on the AMP revision identification defined in section 0.6:

- (a) The name of the organisation (official name as defined on the Continuing Airworthiness Management Organisation Certificate – CAAT Form 14).
- (b) The issue/revision status of the page.
- (c) The part/section of the AMP (e.g. PART 1 - 5).
- (d) The page number and total number of pages (e.g. Page ## of ##).
- (e) The name of the document “Aircraft Maintenance Programme (AMP)” with applicable aircraft type/model.

0. AMP DOCUMENT FORMAT

0.1 AMP REFERENCE

CAAT Part-M AMP Compliance Checklist Items 0.1

Considering that the AMP is a controlled document, it needs to have a unique reference identification. The format and content of such reference identification is totally at discretion of the Organisation.

0.2 TABLE OF CONTENTS

CAAT Part-M AMP Compliance Checklist Items 0.2

The Table of Contents (TOC) is an organised listing of all the sections and appendixes of the AMP.

For standardisation purposes and to facilitate the production of the AMP by the Organisation, CAAT recommends referring to this Guidance Material and to the CAAT Part-M AMP Compliance Checklist in order to define the Table of Contents.

The Organisation should customise the AMP to suit their needs and may add pages, paragraphs, sections or appendixes as necessary without affecting the ordering of the contents provided from this GM. If necessary, the Organisation may include additional chapters in PART 7 or Appendixes. In such a case, each additional chapter must have a cross reference to the affected AMP chapter.

Where an AMP content is not used or not applicable, it shall be identified as '**Not Applicable**' with a valid justification. If all AMP Paragraphs of the same AMP Chapter are not applicable, it is acceptable to annotate '**Not applicable**' at the AMP Chapter only.

0.3 LIST OF EFFECTIVE PAGES

CAAT Part-M AMP Compliance Checklist Items 0.3

The List of Effective Pages is used as a page control system to ensure that every AMP page and, when used, appendixes contain current information. This AMP section shall list, as minimum, the Chapter/ Section of the AMP along with its actual number of pages and its Issue/Revision date.

0.4 APPROVAL SHEET

CAAT Part-M AMP Compliance Checklist Items 0.4

This AMP section shall contain all the basic information about:

- Clear identification of the document reference and current revision status.
- Clear identification of the person(s) who developed and checked, as applicable, the AMP (Name, Position, Organisation, Signature, Date).
- Clear identification of the person who indicates the acceptance of the AMP (Name, Position, Organisation, Signature, Date).
- Reference to the type of approval (direct/indirect).
- In case of an indirect approval, clear identification of the person who approved the revision of the AMP (Name, Position, Organisation, Signature, Date).

NOTE: When the AMP is directly approved by CAAT, the Approval Letter (or any similar proof of approval) shall be attached to the final document.

The approval date is the date on which the AMP Issue/Revision or Temporary Revision is approved by CAAT or, where applicable, approved under the CA(M)O indirect approval procedure. Unless otherwise specified, the effective date of the AMP Issue/Revision or Temporary Revision shall be the approval date.

The CA(M)O may specify an effective date later than the approval date to allow sufficient time for distribution, briefing, training, maintenance planning system update, work package preparation, or coordination with contracted maintenance organisations. However, where the AMP Issue/Revision or Temporary Revision introduces, revises, or deletes maintenance tasks, intervals, thresholds, applicability, or limitations, the selected effective date shall not result in late accomplishment, omission, incorrect deferment, or incorrect control of any maintenance task. The CA(M)O shall ensure continued compliance with the applicable source requirement, including any effective date, compliance time, threshold, interval, applicability, or limitation specified by the (S)TCH, DAH, OEM, State of Design, AD/MCAI, or other mandatory continuing airworthiness requirement.

NOTE: A future effective date may be used for document control and implementation readiness; however, it shall not be used to defer the applicability or accomplishment of any maintenance task beyond the requirement specified in the applicable source data or mandatory continuing airworthiness instruction.

0.5 HIGHLIGHTS / SUMMARY OF CHANGES

CAAT Part-M AMP Compliance Checklist Items 0.5

This section is used to list all the changes made in the current AMP Issue/Revision or Temporary Revision. The content can be arranged either in table or text format and shall contain as minimum:

- the AMP section, appendix, or task affected;
- the source of change, such as MPD/MRBR revision, ALS revision, AD/MCAI, SB/SL, CAAT requirement, reliability review, AMP effectiveness review, operator policy, or correction of previous AMP content;
- a clear description of what has changed;
- the purpose or reason for the change; and
- the impact on the AMP, such as change to interval, threshold, task description, task method, applicability, source reference, note, access requirement, acceptance criteria, or removal/addition of a task.

Where AMP maintenance tasks are revised, each affected task should be listed with sufficient detail to allow CAAT and the CA(M)O to understand the nature and effect of the change. Generic descriptions such as “MPD revised”, “task revised”, “not applicable”, “updated”, or “editorial change” should not be used alone unless accompanied by a clear explanation of what was changed and why.

A dedicated table may be used. The following format is recommended:

AMP Section / Appendix	Task Reference	Source Document / Revision	Type of Change	Description of Change	Reason / Purpose	AMP Impact Summary
Section 1 – System Maintenance Programme	21-080-00	MPD Rev. 35, Sep 2024	Revised	Special Note revised; obsolete note removed and task applicability clarified for aircraft with Mod ABC embodied.	To align AMP with revised MPD note and current fleet configuration.	Applicability / Note revised; no interval change.
Section 1 – System Maintenance Programme	23-100-00-01	MPD Rev. 35 / AMM 23-71-03	Revised	Task procedure reference changed from AMM 23-71-03-700-810 to AMM 23-71-03-710-801. Task card reference updated accordingly.	OEM revised task procedure to clarify MSG-3 task intent and correct AMM reference.	Task method / source reference revised; no interval change.
Section 1 – System Maintenance Programme	29-040-00	Reliability Review RR-2026-04	Added	New additional task introduced: detailed visual inspection of hydraulic bay drain path every 6 months.	Repeated contamination findings and operator reliability review indicated need for additional inspection.	Additional CAMO/operator discretionary task added.
Section 1 – System Maintenance Programme	25-210-00	MPD Rev. 35	Deleted / N/A	Task removed from AMP for H5-TXX sub-fleet because affected equipment is not installed on those aircraft.	Configuration review confirmed task not applicable to the specified aircraft serial numbers.	Applicability / task deletion for specific sub-fleet.
Appendix A – AD/SB Mapping	AD-2026-XX-XX	AD-2026-XX-XX	Added	New AD compliance task added with initial threshold and repetitive interval exactly as required by AD.	New mandatory continuing airworthiness requirement.	Mandatory task added; permitted variation not applicable unless approved by AMOC/equivalent process.
Section 1 – System Maintenance Programme	32-050-00	MPD Rev. 35	Editorial	Source document reference corrected from MPD 32-050-01 to MPD 32-050-00. Task description, interval, method, and applicability remain unchanged.	Correction of previous AMP reference error.	Source reference only; no technical impact.
Section 1 – System Maintenance Programme	35-030-00	MPD Rev. 35	Revised	Task interval note added to identify VEN REC/LIF LIM logic in Appendix P. Original task interval remains unchanged.	To align AMP notes with OEM MPD highlight and improve planning clarity.	Interval note added; no interval change.

0.6 RECORD OF REVISIONS

CAAT Part-M AMP Compliance Checklist Items 0.6

The Record of Revision is used to keep record of each AMP Issue/Revision and is normally arranged in table format. This table shall contain as minimum:

- The AMP Issue/Revision number.
- The AMP Issue/Revision date.
- The AMP approval type (direct/indirect).

Even when the document is replaced entirely for a new issue, it is still important to maintain proper change management practices. Tracking the amendment record for the new version ensures that any updates, revisions, or corrections are appropriately documented. It helps maintain accountability and transparency in the document management process. Issuing a new document solely to avoid tracking changes within the exposition is NOT an acceptable practice. Any change to the approved AMP must be clearly identified with HIGHLIGHTS / SUMMARY OF CHANGES.

0.7 RECORD OF EFFECTIVE TEMPORARY REVISIONS

CAAT Part-M AMP Compliance Checklist Items 0.7

If Temporary Revisions (TR) are used, the Record of Temporary Revisions is used to keep record of all intermediate TR which are published between two successive AMP Issues/Revisions (cleared when incorporated into the AMP or removed from the AMP). It is normally arranged in table format and shall contain as minimum:

- The AMP TR number: this number shall provide direct understanding of the AMP Issue / Revision being amended by the TR (e.g. Revision 20 TR-01);
- The AMP TR date;
- The expiry date or validity condition of the TR;
- The incorporation target, such as the next AMP Issue/Revision;
- The AMP approval type (direct/indirect); and
- The TR status, e.g. effective, superseded, withdrawn, or incorporated into the next AMP Issue/Revision.

The integration of the TR shall be clearly separated from the approved version (whether direct or indirect). Any TR pages must be placed with the approved version of such page and packaged into a single document file. Notifying CAAT with only the TR pages is NOT acceptable. Reference to an approved Temporary Revision Procedure described in CA(M)E shall be made.

NOTE: When this system is not used, annotate the section as “N/A, the Organisation does not use Temporary Revision system”.

A dedicated table may be used. The following format is recommended:

AMP TR No.	AMP Issue/Revision Affected	AMP TR Date	Effective Date	Expiry Date / Validity Condition	Incorporation Target	Approval Type	Approval Reference	TR Status
Rev.20 TR-01	AMP Issue 02 Rev.20	15-Jan-2026	20-Jan-2026	Valid until incorporated into AMP Rev.21, but not later than 30-Jun-2026	AMP Rev.21	Direct	CAAT-AIR-AMP-2026-001	Effective
Rev.20 TR-02	AMP Issue 02 Rev.20	10-Feb-2026	15-Feb-2026	Superseded by Rev.20 TR-03	AMP Rev.21	Indirect	CAMO-AMP-IA-2026-004	Superseded
Rev.20 TR-03	AMP Issue 02 Rev.20	05-Mar-2026	10-Mar-2026	Valid until completion of SB 737-XX-1234 embodiment on affected aircraft	AMP Rev.21	Indirect	CAMO-AMP-IA-2026-006	Effective
Rev.20 TR-04	AMP Issue 02 Rev.20	20-Apr-2026	25-Apr-2026	Expired on 25-Jul-2026	Not incorporated	Direct	CAAT-AIR-AMP-2026-018	Expired
Rev.20 TR-05	AMP Issue 02 Rev.20	18-May-2026	01-Jun-2026	Incorporated into AMP Rev.21	AMP Rev.21	Indirect	CAMO-AMP-IA-2026-009	Incorporated
Rev.21 TR-01	AMP Issue 02 Rev.21	12-Aug-2026	15-Aug-2026	Withdrawn before implementation	Not applicable	Indirect	CAMO-AMP-IA-2026-014	Withdrawn

0.8 DISTRIBUTION LIST

CAAT Part-M AMP Compliance Checklist Items 0.8

The Distribution List section shall include the distribution medium of the AMP (e.g., paper copy, electronic copy, digital delivery, etc.) along with persons or organisations requiring controlled access to the current approved AMP, as minimum:

- CA(M)O Nominated Personnel
- CA(M)O Staff
- Compliance Monitoring Manager or Quality Manager
- Contracted Part-145 Maintenance Organisations or contracted CAO
- Organisation subcontractor (in case of valid contract in place)
- CAAT
- Aircraft Operator
- State of Registry's authority

In a digital environment, the concept of physical copies is not applicable if all users can access the same electronic file at a specific location. If the documents are stored in a centralized electronic location accessible to all relevant individuals within the organisation, it may not be necessary to assign separate copy numbers to each document holder based on their position. The controlled number should be assigned separately when the digital file is distributed from different sources to other entities, for example, sending a separate single file via email to recipient, or file is placed and shared from different system/source. In addition, any format with limited access must be clearly detailed. The copy of document to be provided to the CAAT will always be a separate copy.

The goal for the copy number identification is to have a mechanism in place that enables identification, tracking for the revision update reception, and accountability for the document when distributed.

0.9 DEFINITIONS, GLOSSARY, ABBREVIATIONS

CAAT Part-M AMP Compliance Checklist Items 0.9

This section shall contain all the Definitions, Glossary and Abbreviations items used in the preparation of the AMP.

The **Definitions** section in an AMP provides precise explanations of key terms that are essential for understanding the document. These definitions ensure consistency and clarity, especially for technical or regulatory terms that have specific meanings in the context of continuing airworthiness. For example, a definition might state that "Scheduled Maintenance" refers to maintenance tasks performed at predetermined intervals based on the manufacturer's recommendations or regulatory requirements. These definitions help avoid misinterpretation and ensure compliance with aviation regulations.

The **Glossary**, on the other hand, serves as a reference list of terms and abbreviations used throughout the document, typically arranged alphabetically. It provides brief explanations to help readers understand industry-specific terminology but may not define terms with the same legal or technical precision as the Definitions section. For instance, a glossary entry might define ETOPS (Extended Operations) as the operational capability of an aircraft to fly routes that exceed the typical diversion time to a suitable airport.

While both sections aid comprehension, **Definitions** focus on precise meanings critical to compliance, whereas the **Glossary** offers a broader reference for terminology.

1. AMP GENERAL REQUIREMENTS

1.1 PRODUCT IDENTIFICATION

CAAT Part-M AMP Compliance Checklist Items 1.1

This section addresses the validity of the AMP. It shall list all aircraft types/models (where relevant, the weight variant, line number, or other identifier used for the aircraft applicability assessment), registration numbers, and manufacturer serial number (MSN) covered by the AMP, including the types/models of the engines (where relevant, the thrust rating), Auxiliary Power Units (APU), and propellers. Reference to any associated Type Certificate Data Sheets (TCDS) shall be included in this paragraph as well.

The detailed list of aircraft managed by the AMP may be covered by a separate paragraph or document. In this last case, the AMP needs to mention the specific document including its reference and revision number and date.

1.2 RESPONSIBILITIES

CAAT Part-M AMP Compliance Checklist Items 1.2

This section shall detail all the basic contact information about:

- Name and address of the Operator(s)/Owner, including, if applicable, the Air Operator Certificate (AOC) number.
- Name and address of the Part-CAMO/-CAO approved organisation responsible for the continuing airworthiness of the aircraft.

1.3 STATEMENT BY THE CAMO/CAO

CAAT Part-M AMP Compliance Checklist Items 1.3

This section shall contain a statement signed by the Organisation (Accountable Manager, Postholder, or Nominated Personnel) managing the aircraft airworthiness to the effect that the specified aircraft will be maintained to the programme and that the programme will be reviewed and updated as required.

The following statement (to be amended or adapted to the specific needs) is recommended for inclusion in the AMP:

“In the preparation of this Maintenance Programme to meet the requirements of TCAR AIR Part-M, the recommendations made by the airframe, engine, APU, propeller, 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 and, where applicable, event-based, condition-based, operational requirement-related, and other continuing airworthiness maintenance tasks of the aircraft. The Part-CAMO/-CAO Organisation / Owner undertakes to ensure that the 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 and instructions from CAAT whilst taking into account new and / or modified maintenance instructions promulgated by the Type Certificate and Supplementary Type Certificate Holders and any other Organisation that publishes such data in accordance with State of Design’s requirements.

It is accepted that this programme does not prevent the necessity for complying with any new or amended regulation published 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 CAMO/CAO 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 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.

For and on behalf of the Part-CAMO/-CAO Organisation / Owner:

[Part-CAMO/-CAO Organisation / Owner address and contact details]

Name

Position

Signed

Date"

It is to be highlighted that the Post Holder identified above is either the Accountable Manager or a nominated Post Holder within the Organisation.

This statement shall be signed, as minimum:

- Initially when the first issue of the AMP is approved.
- Any time there is change in the signatory personnel.

1.4 PRACTICES AND PROCEDURES STATEMENT

CAAT Part-M AMP Compliance Checklist Items 1.4

The AMP shall contain a statement that practices and procedures to satisfy the programme should be to the standards specified in the TCH's maintenance instructions.

In the case of approved practices and procedures that differ, the statement should refer to them.

1.5 AIRCRAFT UTILISATION

CAAT Part-M AMP Compliance Checklist Items 1.5

This section shall define the annual aircraft utilisation (versus utilisation assumption) forming the basis for the AMP approval.

As general rules:

- Aircraft utilisation has to be clearly stated and is usually expressed in Flight Hours (FH) and Flight Cycles (FC) ranges per year;
- Details of aircraft utilisation are normally available in the TCH's Instructions for Continuing Airworthiness (ICA), such as Maintenance Review Board Reports (MRBR) or Maintenance Planning Documents (MPD);
- Where the aircraft utilisation is higher or lower than the range defined by the TCH's ICA, the CA(M)O shall establish a High/Low Utilisation Maintenance Programme (HUMP/LUMP) in accordance with TCH's instructions;
- Where an anticipated annual aircraft utilisation is defined, it may include a tolerance of no more than 25%. This information has to be clearly specified;
- Where an anticipated annual aircraft utilisation cannot be defined or details of aircraft utilisation are not available in the TCH's Instructions for Continued Airworthiness (ICA), calendar time caps shall also be included based on consultation with (S)TC holder;

- Details of aircraft operation nature, including but not limited to:
 - Schedule, Charter, Seasonality
 - Low/High utilisation application
 - Passenger or freighter
 - Environmental condition exposure (Salt-laden (marine/coastal), Volcanic ash, Dusty/sandy, Hot and humid, Polluted/Industrial airfields, Cold/icing, Snow/slush, etc.)
 - Specific approval to be operated (EDTO, Low-altitude operation, HOFO, HHO, SET-IMC, etc.)

1.6 LIMITATIONS OF THE MAINTENANCE PROGRAMME

CAAT Part-M AMP Compliance Checklist Items 1.6

This section shall provide the definition for the different design limitations of the AMP and their related values in terms of total Flight Hours / Flight Cycles / Calendar Time, including (but not limited to):

- Design Service Goal (DSG)
 - The period of time (in flight cycles or flight hours, or both) established at design and/or certification during which the aeroplane structure is expected to be reasonably free from significant cracking.
- Extended Service Goal (ESG)
 - The approved service life extension beyond the original DSG, based on additional engineering analysis, fatigue testing, and maintenance enhancements. ESG is applied when an operator wants to continue using the aircraft beyond its DSG.
- Limit of Validity (LOV)
 - In the context of the engineering data that supports the structural maintenance programme, a period of time, stated as a number of total accumulated flight cycles or flight hours or both, during which it is demonstrated that widespread fatigue damage will not occur in the aeroplane.

Extensions of the limitations listed above might require complying with certain conditions published by the TCH.

1.7 REFERENCE DOCUMENTS

CAAT Part-M AMP Compliance Checklist Items 1.7

This section shall contain a detailed list of all Reference Documents (document reference number and revision) used to develop the AMP. It is normally arranged in table format and shall contain as minimum details about (as applicable):

- (a) Source Reference Document
- (b) Document Number (if applicable)
- (c) Revision Status of the source document

The Organisation may customise the table to suit their needs and may add columns as necessary e.g. a column identifying which section or information is used from the source reference document.

NOTE: Any mandatory tasks included in the main portion of the AMP should be clearly identified as 'mandatory' to avoid adjusting/editing to their tasks or intervals.

EXAMPLE

Source Reference Document	Document Number	Revision Status
EASA TCDS - Airbus A350	EASA.A.151	Issue 28 Date 25-Oct-2023
EASA TCDS - Trent XWB series engines	EASA.E.11	Issue 16 Date 13-Oct-2022
A350 MRBR (Maintenance Review Board Report)	-	Revision 07
A350 Maintenance Planning Document (MPD)	-	Rev.09 Date 01-Jun-2023
A350 ALS Part 2 Damage Tolerant Airworthiness Limitation Items (DT-AI)	...	Rev.09 Date ...
A350 ALS Part 4 System Equipment Maintenance Requirements (SEMR)	...	Rev.08 Date ...
Aircraft Maintenance Manual Chapter 05	-	Rev.42 Date 01-Aug-2022
CMM ELT P/N 01N65900, 01N65902, 01N65910	25-60-10	Rev.04 Date 09-Jul-2021
CMM ...	...	...
ICA of STC 10075667 - Installation of non-electrical Floor Path Marking System	A-00-19/69-ICA	Issue 01 Rev.00 Date: 17-Jan-2020
AIRBUS A350 ETOPS CMP Document	CS 25.1535-C-000-0053	Rev.10 Date 08-Apr-2025
Airworthiness Directives	-	Refer to Appendix 1 – List of Applicable AD
Service Bulletins	-	Refer to Appendix 2 – List of Applicable SB
Service Letter – Engine Time Between Overhaul	...	...
EASA CS-25	-	Amendment 28 Date 15-Dec-2023
Notification of the CAAT on Rules, Procedures and Time Periods for Aircraft Weight and Balance B.E. 2566	-	...
TCAR OPS Part-CAT	...	...
TCAR OPS Part-SPA	...	...
TCAR OPS Part-SPO	...	...
TCAR OPS Part-NCC	...	...
TCAR OPS Part-NCO	...	...
TCAR OPS Part-SEA		
TCAR AIR Part-M	...	...
TCAR AIR Part-ML	...	...
...	...	...
...	...	...

The following table indicates possible information which may be used to develop the AMP for each aircraft.

Possible Source of Documents to be listed	Possible Information Used to develop the AMP
Type Certificate Data Sheet (TCDS)	Indicate all aircraft and engines initial airworthiness certification standards.
Maintenance Review Board Report (MRBR)	Where an aircraft type is subjected to MRB report process, the MRBR is the main information approved by regulatory authority containing the regulatory minimum scheduled tasking/interval requirements for a particular aircraft and on-wing engine maintenance programs.
Maintenance Planning Documents (MPD)	MPD is the information issued by type certificate holder and represents compilation of information required for AMP development and amendment.
Aircraft Maintenance Manual (AMM) Chapter 04 and/or 05	AMM Chapter 04/05 contains information about time limits and maintenance checks, scheduled maintenance checks, unscheduled maintenance checks, inspection after abnormal events, etc.
Airworthiness Limitations Sections (ALS – all parts)	<p>Airworthiness limitations are exclusively associated with instructions whose compliance is mandatory as part of the type design. They apply to some scheduled or unscheduled instructions that have been developed to prevent and/or to detect the most severe failure.</p> <p>They mainly apply to maintenance (mandatory modification, replacement, inspections, checks, etc., but can also apply to instructions to control critical design configurations (for example Critical Design Configuration Control Limitations (CDCCL) for fuel tank safety).</p> <p>The AMP shall reflect airworthiness limitations and associated instructions (standard or alternative) issued by the relevant design approval holders or the declarant of a declaration of design compliance and is approved by the authority, if applicable.</p> <p>Typical Airworthiness Limitation items:</p> <ul style="list-style-type: none"> — Safe Life ALI (SL ALI)/Life-limited parts — Damage Tolerant ALI (DT ALI)/Structure, including ageing aircraft structure — Certification Maintenance Requirements (CMR) — Ageing Systems Maintenance (ASM), System Equipment Maintenance Requirement (SEMR), including Airworthiness Limitations for Electrical Wiring Interconnection System (EWIS) — Fuel Airworthiness Limitations (FAL) / Fuel Tank Ignition Prevention (FTIP) / Flammability Reduction Means (FRM) — CDCCL, wiring separation — Ageing fleet inspections mandated through ALS or AD
Engine(s) Manuals, including ALS	If not included in the MPD or other documents, indicate source of engine time limits and maintenance checks information which includes scheduled and unscheduled maintenance checks, and any other information required to develop the AMP.
APU(s) Manuals, including ALS	If not included in the MPD or other documents, indicate source of APU time limits and maintenance checks information which includes scheduled and unscheduled maintenance checks, and any other information required to develop the AMP.
Component Maintenance Manuals (CMMs)	Installed components including propellers, as applicable, indicate source of information from any applicable CMM. If the information from the CMM is included with its revision in the MPD or other listed reference document, it will not be required to be listed in this section.

Possible Source of Documents to be listed	Possible Information Used to develop the AMP
Instructions for Continuing Airworthiness (ICA)	Indicate source of information from any applicable ICAs from (S)TC holder or Design Organisation Approval (DOA) introduced by incorporated modifications and/or repairs.
ETOPS CMP Document	For ETOPS/EDTO aircraft, the Configuration, Maintenance, Procedure and Dispatch standards for Extended Diversion Time Operations (CMP Document) may require additional maintenance task (item) based on relevant approved maximum time diversion or time capability and the aircraft configuration which may not be included in the OEM's MPD.
Service Bulletins (SB) and Letters (SL)	Indicate source of information from any SB/SL. Referring to a dedicated list of applicable maintenance tasks from SBs is also acceptable if it clearly indicates SB's revision and applicability. Any SB/SL that is already listed with its revision in the MPD or other listed reference document will not be required to be listed in this section.
Mandatory Continuing Airworthiness Information (MCAI)	Indicate source of information from any Mandatory Continuing Airworthiness Information (MCAI) from State of Design, State of Register, and State of Operator such as Airworthiness Directives (AD), Operational Directives (OD), Safety Measures, etc. Referring to a dedicated list of applicable maintenance tasks from ADs is also acceptable if it clearly indicates AD's revision.
State of Design's requirements	Indicate source of information derived from any applicable State of Design's requirements apart from the MCAI, for examples: <ul style="list-style-type: none"> — EASA CS 25.1541 (FAA 14 CFR §25.1541): Periodic inspection ensuring required marking and placard are not erased, disfigured, or obscured. — EASA CS 25.729(e): Periodic inspection of indicators for landing gear components and brake wear to ensure continued compliance with design limitations. — EASA CS 25.1309(b): Periodic functional/operational checks of critical systems to detect latent failures with safety assessment. — EASA CS 25.1709: Periodic inspection of EWIS zones to detect damage, contamination, or improper repairs. — Part-21, etc.
Additional airworthiness standards / specifications	Indicate source of information derived from any applicable additional airworthiness specifications for operations requirements such as Part-26.

Possible Source of Documents to be listed	Possible Information Used to develop the AMP
CAAT Requirements – TCAR OPS	<p>As applicable, indicate source of any tasks derived to demonstrate compliance with applicable TCAR OPS. Information can be included but not limited to:</p> <ul style="list-style-type: none"> — CAT.GEN.MPA.195(b): Operational checks and evaluations of the flight recordings to ensure the continued serviceability of the flight recorders installed on each aircraft — Part-CAT/NCC/NCO/SPO/SEA.CSO Subpart-IDE: <ul style="list-style-type: none"> • Maintenance control of emergency and safety equipment such as First-aid kit, Emergency medical kits, etc. • Inspection, test, and battery replacement control of ELT — CAT.POL.MAB.100(b): Establishment of mass and the CG of each aircraft by actual weighing prior to initial entry into service and thereafter at intervals specified in accordance with the CAAT Notification on Rules, Procedures, and Periodic Determination of Mass B.E. 2566 — SPA.PBN.105(d)(4): Timely distribution and insertion of current and unaltered electronic navigation data to all applicable aircraft — SPA.RVSM.105: Ensuring proper maintenance of airframe geometry for proper surface contours and the mitigation of altimetry system error, surface measurements or skin waviness to ensure adherence to RVSM tolerances after repairs or alterations having an effect on airframe surface and airflow — SPA.EDTO.105 and Appendix 8 to AMC 20-6B Item 3.1.1: ETOPS Pre-Departure Service Check to verify the status of the aeroplane and the ETOPS significant systems if it is classified as maintenance task
CAAT requirements - Others	<p>Indicate source of maintenance task information derived to demonstrate compliance with applicable CAAT requirements, such as:</p> <ul style="list-style-type: none"> — Notification of the CAAT on Rules, Procedures and Time Periods for Aircraft Weight and Balance B.E. 2566 Clause 6: Perform aircraft actual weight and balance — Appendix II to M.A.302: CAAT Instructions for Aircraft Maintenance Programme — Part-M, Part-ML, etc.

2. AMP BASIS AND CONCEPT

This AMP chapter shall provide detailed information regarding the programme's basis, with reference to the source documentation. In addition, specific operational requirements and maintenance regulations shall be included in this chapter as well.

2.1 PROGRAMME BASIS DESCRIPTION

CAAT Part-M AMP Compliance Checklist Items 2.1

This section shall briefly describe the AMP basis, providing some basic details and introductory in the following maintenance tasks (non-comprehensive list):

- MRBR instructions (if applicable), with specific reference to:
 - Maintenance Significant Items (MSI), including Failure Effect Categories
 - Structural Significant Items (SSI)
 - Standard/Enhanced Zonal analysis, including Electrical Wiring Interconnection Systems (EWIS)
 - Lightning/High Intensity Radiated Field (L/HIRF)
- MPD, AMM Chapter 5, and/or manufacturer's recommended maintenance programmes instructions
- (S)TCH/DOA instructions
- (S)TCH mandatory requirements - ALS, with specific reference to ALI, CMR, LLP, FAL, etc.
- Corrosion Prevention and Control Programme (CPCP)
- Engine(s) TCH instructions and mandatory requirements (Engine(s) ALS)
- Propeller TCH(s) instructions and mandatory requirements (as applicable)
- APU(s) TCH instructions and mandatory requirements (APU(s) ALS) (as applicable)
- Technical Standard Order (TSO) instructions
- Operator/CA(M)O instructions (e.g. critical maintenance tasks procedure, identical maintenance task procedure, etc.)

2.2 TASKS CLOCK STARTING POINT AND IMPLEMENTATION PERIODS

CAAT Part-M AMP Compliance Checklist Items 2.2

This section shall provide detailed information regarding the clock starting point for calculation of the due dates or times of all the AMP tasks, as well as the implementation periods for new/revised tasks.

In general, new/revised tasks shall be performed at the first suitable maintenance check. However, specific attention shall be given to reduced task periods.

Dedicated guidance might be necessary for specific categories, such as (non-comprehensive list):

- ALS mandatory requirements (ALI, CMR, LLI, FAL, or AMM Chapter 04)
- Airworthiness Directives
- Overhauled Landing Gear
- Vendor Recommendations
- System or structure components transferred between aircraft
- Component manual such as batteries, pressurised bottles
- Instructions for Continuing Airworthiness (ICA) from modifications and repairs

In establishing such guidance, the rules provided by the TCH/STCH/OEM shall be carefully considered and incorporated.

2.2.1 Implementation Periods for ALS related to ADs

(a) Effective Date of ADs for ALS Tasks:

When State of Design issues an Airworthiness Directive (AD) for an Airworthiness Limitations Section (ALS) revision, the effective date specified in the AD will determine when compliance with the new or more restrictive ALS tasks must begin. Operators are required to accomplish these tasks before their due date, even if the AMP has not yet been updated to reflect the new ALS revision.

(b) Implementation Periods before AMP Amendment:

Compliance with the AD-related ALS tasks must be achieved starting from the effective date of the AD, even if the AMP has not yet been amended to include the new ALS revision. The tasks must be completed prior to the due date to avoid unsafe conditions.

(c) AMP Amendment and AD Compliance:

The AMP must be updated within the compliance time specified in the AD to include the revised ALS tasks. Operators must ensure that the AMP amendment is completed within this period to reflect the updated ALS and ensure ongoing airworthiness compliance.

(d) Relief in ALS Revisions:

Where an ALS revision only provides relief (i.e. less restrictive requirements), this does not normally issue a new AD, as there is no safety justification for such action. The existing AD mandating the previous ALS revision allows the use of later approved revisions for compliance with the AD, including any extended compliance time(s) contained in those later approved revisions.

2.3 ADDITIONAL MAINTENANCE TASKS

CAAT Part-M AMP Compliance Checklist Items 2.3

This section shall contain detailed instructions on the management of the inclusion into the AMP of Maintenance Tasks derived from modifications and repairs. Management of instructions specified in MCAI/AD or SB/SL shall also be described in this section.

If the management of AD and SB is described in the CA(M)E, (including the process to incorporate the associated schedule maintenance into the AMP), a reference to the dedicated exposition paragraph is also acceptable.

NOTE: According to AMC M.A.801 bullet point 6, after embodiment of a standard change or a standard repair, it is necessary to assess if any associated changes in the Instructions for Continuing Airworthiness of the aircraft require to amend the AMP and to obtain its approval.

2.3.1 Inclusion of Maintenance Tasks from Modifications and Repairs

The AMP should identify maintenance tasks and associated instructions resulting from modifications, repairs, alterations, standard changes, standard repairs, SBs, SLs, ICA, STCs, DOA-approved data, or other approved design or maintenance data embodied on the aircraft.

For modifications or repairs introduced through OEM service information, such as SBs or SLs, the CA(M)O should review the associated ICA or maintenance instructions and determine whether any additional maintenance task, inspection, replacement, life limit, operational check, functional check, or other continuing airworthiness instruction is introduced and required to be incorporated into the AMP.

For non-OEM modifications, including STCs, DOA-approved modifications, locally approved modifications, or other approved design changes embodied on the aircraft, the AMP should list the modification status for each affected aircraft and identify the applicable ICA or approved maintenance instructions. The CA(M)O should verify whether the applicable ICA introduces any maintenance task or continuing airworthiness instruction and should declare in the AMP whether the modification introduces any new maintenance task and, if so, ensures such task has been incorporated into the AMP.

Where the applicable ICA or approved data introduces maintenance tasks, the AMP should identify the corresponding AMP task reference, applicability, threshold, interval or scheduling basis, and source

document. Where the applicable ICA does not introduce any maintenance task, the AMP should clearly state this conclusion and retain the supporting review record.

Where maintenance tasks resulting from repairs, modifications, alterations, SBs, SLs, ICA, STCs, DOA-approved data, or other approved data affect structural maintenance, fatigue-critical structures, or DTI, this should be clearly identified and kept consistent with Section 3.4, STRUCTURAL MAINTENANCE PROGRAM.

Where the list of maintenance tasks from modifications and repairs is established separately, it is considered an associated document. The associated document should be controlled under the "change not requiring prior approval" procedure, unless otherwise required by CAAT. The procedure to manage the list should be described in this section or cross-referenced to the applicable CA(M)E procedure. The list should be readily accessible by CAAT or notified to CAAT within an agreed timeframe when updated.

2.3.2 Inclusion of Maintenance Tasks from ADs

ADs, MCAI, or other mandatory continuing airworthiness requirements that introduce maintenance tasks, inspections, airworthiness limitations, modifications, conditions, or repetitive actions should be reflected in the AMP or in an associated controlled document, as applicable. These ADs must be applied as specified, regardless of whether the TC/STC holder has labelled a related SB as "mandatory" or "highly recommended."

For ADs that require inspections or modifications, the AMP shall include the appropriate thresholds, intervals, and embodiment instructions. Where the list of maintenance tasks derived from ADs is established separately, it is considered an associated document which shall be managed through 'Change not requiring prior approval' procedure. The procedure to manage the list shall be included here. It shall be readily accessible by CAAT or notified to CAAT within an agreed timeframe when updated.

The operator shall also track the recurrence of these tasks and ensure they are performed according to the specified intervals.

2.3.3 Management of non-AD SBs/SLs

For SBs/SLs that are not covered by an AD, the following considerations apply:

- **SBs/SLs included in the Manufacturer's Maintenance Programme:** If an SB/SL is incorporated into the manufacturer's maintenance programme (e.g., MRBR or Manufacturer Recommended Programme), it must be included in the AMP as part of the continuing airworthiness instructions.
- **SBs/SLs not included in the Manufacturer's Maintenance Programme:** If an SB/SL is not included in the manufacturer's maintenance programme, the decision to apply the SB/SL rests with the owner/operator or contracted CA(M)O. In this case, for aircraft used by AOC holder or CMPA, the operator must substantiate their decision using organisation's safety risk management process, and if the SB/SL is applied, the AMP shall be updated to include any associated maintenance tasks or modifications. The operator's decision to apply or not apply the SB should be documented, with clear justification based on the safety risk management process, aircraft's operation, safety considerations, and the relevance of the SB/SL.

For SBs/SLs classified by the TC/STC holder as "mandatory," "alert," or "highly recommended," but not covered by an AD, the operator should establish an embodiment policy. This policy should provide guidance on how decisions are made for each SB/SL, ensuring that the operator's decision is well-supported and recorded, particularly for large aircraft or those used in commercial air transport.

Operators who establish a policy to comply with non-mandatory SB/SL will be recognised for their commitment to safety. Consistently demonstrating the non-mandatory SB/SL embodiment may lead to a higher safety margin evaluation during risk-based surveillance assessments conducted by CAAT.

2.3.4 Record Keeping and Decision Documentation

The operator must maintain a substantiated record of decisions made regarding the application of non-mandatory modifications and inspections, including SBs. This includes whether a specific SB is to be applied, and the rationale behind these decisions. The decisions should be consistent with the embodiment policy and must be clearly documented in the AMP.

2.3.5 Regular Review and Updates

The AMP should be regularly reviewed and updated to ensure compliance with the latest ADs and SBs, particularly in cases where new modifications or inspection requirements arise. The operator or CA(M)O should ensure that any newly issued SBs or ADs are promptly reviewed for applicability and incorporated into the AMP as necessary.

2.4 AGEING AIRCRAFT SYSTEMS AND SPECIFIED SAMPLING PROGRAMME

CAAT Part-M AMP Compliance Checklist Items 2.4

This section shall contain detailed information regarding Specified Sampling Programmes.

For each Sampling Programme applied to the fleet, the following information shall be provided as minimum:

- Source of the Sampling Programme.
- Description of the Sampling Programme.
- Rules of the Sampling Programme.
- List of aircraft subject to the Sampling Programme (such information could be also included in the aircraft list as described in 1.1).

Information concerning Monitoring and/or Assurance Programmes can be included in this section as well.

NOTE: Some manufacturers used to refer to Ageing Aircraft System for a specific ALS section in some of their legacy products. This nomenclature is today superseded and no longer used.

2.5 CRITICAL DESIGN CONFIGURATION CONTROL LIMITATIONS (CDCCL)

CAAT Part-M AMP Compliance Checklist Items 2.5

This section shall describe how the CA(M)O complies with CDCCL requirements. Life limitations and maintenance requirements related to the fuel tank ignition prevention and fuel tank flammability reduction must be included in the AMP. The reference to the relevant procedures (e.g., AMM) shall also be provided.

Life limitations and maintenance requirements related to the fuel tank ignition prevention and fuel tank flammability reduction can be either listed separately (i.e., in a dedicated AMP Section or Appendix) or in the general Maintenance Tasks list (most common practice).

2.6 WEIGHING

CAAT Part-M AMP Compliance Checklist Items 2.6

This section shall provide information regarding weighing concepts, periods, procedures and results management, with reference to:

- The cases where an aircraft shall be weighed (for instance, after a major modification because of weight and balance operational requirements, etc.).
- Who performs the aircraft weighing and according to which procedure.
- Who calculates the new weight and balance.
- How the result is processed by the CA(M)O.

The weighing procedure is normally contained in Chapter 08 of the Aircraft Maintenance Manual. A precise reference to the concerned AMM Chapter must be provided.

If the weighing procedure is included in the CA(M)E, a reference to the dedicated paragraph is also acceptable.

2.7 PARKING AND STORAGE

CAAT Part-M AMP Compliance Checklist Items 2.7

This section shall provide a brief description of the aircraft parking and storage maintenance procedures, normally detailed in TCH's AMM. A precise reference to the AMM Chapter concerned is also acceptable.

Along with the parking/storage/return-to-service maintenance procedures, the TCH's AMM might also identify additional repetitive scheduled maintenance tasks related to the specific parking/storage option implemented. Such tasks shall be properly controlled and the associated procedure contained in the CA(M)E.

NOTE: Additional or more restrictive measures may be necessary to take into account the environmental conditions of the parking/storage location. Any deviation from the applicable TCH instructions should be appropriately substantiated and approved or accepted, as applicable.

2.8 BRIDGING PROGRAMME

CAAT Part-M AMP Compliance Checklist Items 2.8

A Bridging Programme is normally defined and put in place for the transition and the inclusion into the AMP of an aircraft previously covered by a different AMP.

This section shall briefly describe the development and implementation of the Bridging Programme.

If the Bridging Programme is included in the CA(M)E, a reference to the dedicated paragraph is also acceptable.

2.9 OPERATIONAL REQUIREMENTS FROM CAAT / STATE OF REGISTRY

CAAT Part-M AMP Compliance Checklist Items 2.9

This section shall provide comprehensive explanations and any applicable maintenance information or tasks related to the following authorisation, special approvals, specific requirements, and specific approvals applicable to the fleet (non-comprehensive list):

- Low Visibility Operations (LVO) and Operations with operational Credits (or AWO - All Weather Operations);
- Reduced Vertical Separation Minimum (RVSM);
- Minimum Navigation Performance Specification (MNPS) maintenance procedures;
- Performance-Based Navigation (PBN);
- Automatic Dependent Surveillance – Broadcast (ADS-B);
- Extended-range Twin-engine Operations Performance Standards (ETOPS) or Extended Diversion Time Operations (EDTO);
- Helicopter Operations with Night Vision Imaging System (NVIS);
- Helicopter Hoist Operations (HHO);
- Helicopter Emergency Medical Service (HEMS) Operations;
- Helicopter Offshore Operations (HOFO);
- Single-Engined Turbine Aeroplanes at night or in Instrument Meteorological Conditions (SET-IMC);
- Electronic Flight Bags (EFB);
- Helicopter Point-In-Space Approaches and Departures with Reduced VFR Minima (PINS-VFR);
- Maximum distance from an adequate aerodrome for two engined aeroplanes without an ETOPS/EDTO approval (CAT.OP.MPA.140);
- EFVS 200 operation (CAT.OP.MPA.312);
- Approval of reduced required landing distance operations (CAT.POL.A.355(b)(9));
- Helicopter External Sling Load Operations (HESLO);
- Human External Cargo operations (HEC);
- Parachute operations (PAR);
- Aerobatic flights (ABF);
- Maintenance check flights (MCFs); and
- Maintenance on any operational equipment/system required by regulations.

2.10 CAAT RECOMMENDATIONS

CAAT Part-M AMP Compliance Checklist Items 2.10

This section shall list applicable special maintenance recommendations published by the CAAT that the CA(M)O is following.

CA(M)O are recommended to consult the Continuing Airworthiness Notification (CAN), published by CAAT on a dedicated [CAAT public website](#).

A CAAT CAN is an information tool that intends to alert, inform and draw the attention of the aviation community on safety issues. CANs contain non-mandatory information and guidance that do not qualify for an Airworthiness Directive (AD). Any potential impact of the CANs on the AMP should be assessed.

Organisation who establishes a policy to assess and implement CAAT recommendations proactively, even when not mandatory, will be recognised for their commitment to safety. Consistently demonstrating the application of relevant CANs may lead to a higher safety margin evaluation during risk-based surveillance assessments conducted by CAAT.

This proactive approach reflects an enhanced safety culture and may result in a reduced oversight scope where justified by the organisation's performance.

2.11 CAAT REQUIREMENTS

CAAT Part-M AMP Compliance Checklist Items 2.11

In addition to section 2.9, this section shall list requirements sourced from the applicable provisions of CAAT regulations derived to be a maintenance task (for the purpose of demonstrating compliance with applicable requirements) with associated maintenance task number listed in Chapter 3, AMP TASKS. The following table provides example of the list of CAAT requirements identified in the regulations mentioned in section 1.7 above:

EXAMPLE (the list is not exhaustive)

Source Requirement	Associated AMC/GM	Description	Task No.
TCAR OPS			
CAT.GEN.MPA.195(b) NCC.GEN.145(b) SPO.GEN.145	AMC1 CAT.GEN.MPA.195 (b) GM1 CAT.GEN.MPA.195 (b) AMC1 NCC.GEN.145(b) GM1 NCC.GEN.145(b) AMC1 SPO.GEN.145(b) GM1 SPO.GEN.145(b)	<ul style="list-style-type: none"> Operational check of flight recorder Inspections of the CVR, FDR, AIR, and DLR recording FDR sensor checks and calibration 	
CAT.POL.MAB.100 NCC.POL.105 NCO.POL.105 SPO.POL.105 SEA.CSO.MAB.100	AMC1 CAT.POL.MAB.100 AMC1 NCC.POL.105 GM1 NCO.POL.105 AMC1 SPO.POL.105	Weighing as per CAAT Notification on Rules, Procedures and Time Periods for Aircraft Weight and Balance B.E. 2566	...
CAT.POL.A.355(b)(9)	AMC1 CAT.POL.A.355(b)(9)	Deceleration devices (reverse system) inspection	...
CAT.IDE.A(H).220 NCC.IDE.A(H).190 NCO.IDE.A(H).145 SPO.IDE.A(H).165 SEA.CSO.IDE.220	AMC2 CAT.IDE.A(H).220 AMC2 NCC.IDE.A(H).190 AMC2 NCO.IDE.A(H).145 AMC3 SPO.IDE.A(H).165	First-aid kit inspection and replenishment	...
CAT.IDE.A.225	AMC4 CAT.IDE.A.225	Emergency medical kit inspection and replenishment	...

Source Requirement	Associated AMC/GM	Description	Task No.
CAT.IDE.A(H).280 NCC.IDE.A(H).215 NCO.IDE.A(H).170 SPO.IDE.A(H).190 SEA.CSO.IDE.280	AMC1 CAT.IDE.A(H).280 AMC1 NCC.IDE.A(H).215 AMC1 NCO.IDE.A(H).170 AMC1 SPO.IDE.A(H).190	<ul style="list-style-type: none"> ELT inspection and test ELT battery replacement 	
CAT.IDE.A(H).355(b) NCC.IDE.A(H).260 NCO.IDE.A(H).205 SPO.IDE.A(H).230	GM2 CAT.IDE.A(H).355 GM2 NCC.IDE.A(H).260 GM2 NCO.IDE.A(H).205 GM2 SPO.IDE.A(H).230	Timely distribution and insertion of current and unaltered aeronautical databases to all aircraft	...
CAT.IDE.A(H).330 CAT.IDE.A(H).345 CAT.IDE.A(H).360 NCC.IDE.A(H).245 NCC.IDE.A(H).265 NCO.IDE.A(H).190 NCO.IDE.A(H).210 SPO.IDE.A(H).215 SEA.CSO.IDE.330 SEA.CSO.IDE.345	GM1 CAT.IDE.A(H).330 AMC2 CAT.IDE.A(H).345 GM1 CAT.IDE.A(H).360 GM2 NCC.IDE.A(H).245 GM1 NCC.IDE.A(H).265 GM1 NCO.IDE.A(H).190 GM1 NCO.IDE.A(H).210 AMC1 SPO.IDE.A.215 & SPO.IDE.A(H).220 GM1 SPO.IDE.H.215	<ul style="list-style-type: none"> Communication, navigation, and surveillance equipment inspections Aircraft system inspection to ensure RNP/RCP/RSP specifications for PBN/PBCS operations 	
SPA.PBN.105	AMC1 SPA.PBN.105(d)	Minimum equipment inspections and tests for RNP AR APCH and RNP 0.3 helicopter operation	...
SPA.MNPS.105	AMC1 SPA.MNPS.105	<ul style="list-style-type: none"> Minimum equipment inspections and tests for MNPS operations Integrity check of GNSS for used as a stand-alone system for LRNS 	
SPA.RVSM.105	AMC2 SPA.RVSM.105	Functioning checks of altitude indicating systems and equipment required for flights in RVSM airspace, as a part of pre-flight check	...
SPA.LVO.130	-	Minimum equipment inspections and tests for LVO and operations with operational credits	...
SPA.EDTO.105	AMC1 SPA.EDTO.105 EASA AMC 20-6	<ul style="list-style-type: none"> Integrity check of cargo compartment and pressurisation features, including baggage hold liners, door seals and drain valve condition Pre-Departure Service Check to verify the status of the aeroplane and the ETOPS significant systems 	
SPA.NVIS.110(f)	GM1 SPA.NVIS.110(f)	Minimum equipment inspections and tests for NVIS operations	...
SPA.HHO.110	AMC1 SPA.HHO.110(a)	Minimum equipment inspections and tests for HHO	...
SPA.HERMS.110	-	Minimum equipment inspections and tests for HERMS operations	...

Source Requirement	Associated AMC/GM	Description	Task No.
SPA.HOFO.160 SPA.HOFO.165	GM1 SPA.HOFO.160(a)(1); (a)(2) AMC1 SPA.HOFO.165(c); (d); (h); (i) GM1 SPA.HOFO.165(h)	<ul style="list-style-type: none"> Minimum equipment inspections and tests for HOFO Additional equipment inspections for HOFO operations in a hostile environment 	
SPA.SET-IMC.110	AMC1 SPA.SET-IMC.110(b); (d); (f); (l) GM1 SPA.SET-IMC.110(f); (h); (i)(7)	Minimum equipment inspections and tests for SET-IMC	...
SPA.EFB.100(b) CAT.GEN.MPA.140 CAT.GEN.MPA.141	AMC1 to 10; GM1 to 6; SPA.EFB.100(b)(3) AMC2 CAT.GEN.MPA.140 AMC1 CAT.GEN.MPA.141(a)	<ul style="list-style-type: none"> Installed EFB and/or resources inspections and tests for operations with the use of EFB Position source sensors accuracy check (for applicable EFB application) 	
SPA.PINS-VFR.100(c)	-	Minimum equipment inspections and system tests for PINS-VFR operations	...
SPO.SPEC.HESLO.100	AMC1 SPO.SPEC.HESLO.100	Minimum equipment inspections and system tests for HESLO	...
SPO.SPEC.HEC.105(b)	AMC1 SPO.SPEC.HEC.105(b)	Minimum equipment inspections and system tests for HEC operations	...
SPO.SPEC.PAR.100 SPO.SPEC.PAR.115	-	Minimum equipment inspections and system tests for PAR operations	...
SPO.SPEC.ABF.115	-	Minimum equipment inspections and system tests for ABF	...
SPO.SPEC.MCF.140 SPO.SPEC.MCF.145	-	Preparation of equipment and systems for MCF	...
CAAT Notification on Rules, Procedures and Time Periods for Aircraft Weight and Balance B.E. 2566			
Clause 6	-	Periodic aircraft actual weight and balance	...
TCAR AIR			
M.A.302(d)(1)	Appendix II to AMC M.A.302	<ul style="list-style-type: none"> Compass swing Inspection of seats, seat safety belts restraint systems and child restraint devices Ground test of ADS-B out, Mode-S, and Mode-C transponder system 	
...	...	...	...

In case of Specific Approvals or Specific Requirements, specified in TCAR OPS Part-SPA, Part-SPO.SPEC, and Part-NCO.SPEC become applicable, it should be reviewed for implementation into the AMP.

3. AMP TASKS

This AMP chapter shall contain the detailed list of all the maintenance tasks and the related periods (intervals/frequencies). All the explanations concerning how the tasks are organised and managed shall be included in this chapter as well.

3.1 PRE-FLIGHT AND ROUTINE MAINTENANCE TASKS

CAAT Part-M AMP Compliance Checklist Items 3.1

3.1.1 Pre-Flight Maintenance Tasks

This section shall include the details of Pre-Flight Maintenance Tasks that are accomplished by Maintenance Staff (Including the use of a separate check such as Transit Check). If no Pre-Flight Maintenance Task is performed by Maintenance Staff, a dedicated statement needs to be clearly included in the AMP.

NOTE: Pre-Flight Checks performed by the Flight Crew in accordance with Operations Manual do not have to be included in the AMP.

3.1.2 Routine Maintenance Tasks

This section shall include the details of Routine Maintenance Tasks that are completed by Maintenance Staff. Routine Maintenance Tasks are normally packaged in Checks (e.g., Post Flight Check, Service Check, Daily, Weekly, A-Check, S-Check, H-Check, C-Check, etc.). If these packages are managed using dedicated Forms, such Forms might be included in an Appendix to the AMP.

3.2 MAINTENANCE TASKS

CAAT Part-M AMP Compliance Checklist Items 3.2

This section shall include a detailed list of all tasks and the periods, intervals, frequencies, scheduling basis, or triggers, at which each part of the aircraft, engines, APU, propellers, components, accessories, equipment, instruments, electrical and radio apparatus, together with the associated systems and installations should be maintained (e.g., checked, inspected, tested, cleaned, lubricated, etc.). The maintenance tasks to be listed are those described in 2.1 PROGRAMME BASIS DESCRIPTION.

It's recommended to organize the Maintenance Tasks in a table format, containing as minimum (but not limited to) the following information:

- Revision Status.
- Task ID.
- Task Title.
- Task Type.
- Task Periods.
- Zone.
- Source.
- Reference.
- Effectivity.
- Revision Date.

The introductory paragraphs of each AMP Maintenance Tasks section shall provide all the necessary explanatory details of the table layout, content, and definitions (including any source documentation with associated abbreviations), for a thorough understanding of the task table or details.

3.2.1 Revision Status

This field shall provide information regarding the status of the Maintenance Task at the date of AMP publication. Typically, the following coding is used:

- N = New Maintenance Task
- R = Revised Maintenance Task
- D = Deleted Maintenance Task

In case of no changes, normally this field is left blank.

3.2.2 Task ID

This field shall provide the unique Maintenance Task ID reference. Such ID reference is usually expressed in numerical or alphanumerical format.

3.2.3 Task Title

This field shall include a description of the Maintenance Task to be performed. Additional info could be contained in this field, such as:

- Notes
- Preparation
- Access (whereas not included in the Zone field, ref. to 3.2.6)
- Special Requirements (e.g. EWIS, L/HIRF, CPCP, etc.).

3.2.4 Task Type

This field shall provide a quick reference to the type of Maintenance Task as defined in the Task Title field (ref to 3.2.3). Task Types are normally expressed in a two- or three-character code.

The following table provides the example list of Task Types with most recent Definitions as per ATA MSG-3:

EXAMPLE (MSG-3 TASKS)

Task Type	Description	Definition
LU/SV or LUB/SVC	Lubrication/Serviceing	Any act of lubricating or servicing for the purpose of maintaining inherent design capabilities.
OP or OPC	Operational Check	An operational check is a task to determine that an item is fulfilling its intended purpose. Does not require quantitative tolerances. This is a failure finding task.
VC or VCK	Visual Check	A visual check is an observation to determine that an item is in its intended state. Does not require quantitative tolerances. This is a failure finding task with obvious pass/fail criteria.
FC or FNC	Functional Check	A quantitative check to determine if one or more functions of an item performs within specified limits.
GV or GVI	General Visual Inspection	A visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight or drop-light and may require removal or opening of access panels or doors. Stands, ladders or platforms may be required to gain proximity to the area being checked. Basic cleaning may be required to ensure appropriate visibility.

Task Type	Description	Definition
DI or DET	Detailed Inspection	An intensive examination of a specific item, installation or assembly to detect damage, failure or irregularity. This could include tactile assessment in which a component or assembly can be checked for tightness/security. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors and magnifying lenses may be necessary. Surface cleaning and elaborate access procedures may be required.
SI or SDI	Special Detailed Inspection	An examination of a specific item, installation, or assembly making use of specialized inspection techniques such as Non-destructive Testing (NDT) and/or equipment (e.g., borescope, videoscope, tap test) to detect damage, failure or irregularity. Intricate cleaning and substantial access or disassembly procedures may be required. Classification of a task as an SDI does not define the required qualifications for the person performing the task.
RS or RST	Restoration	That work necessary to return the item to a specific standard. Restoration may vary from cleaning or replacement of single parts up to a complete overhaul.
DS or DIS	Discard	The removal from service of an item at a specified life limit.

3.2.5 Task Periods / Basis / Trigger

This field shall provide detailed information regarding Maintenance Task periodicity, and event or condition triggers.

Task Periods identification consists of a numerical value and its associated usage parameter (or unit) or an appropriate letter check. Both periods expressed in usage parameters and/or letter checks are acceptable and may be used in line with specific procedures established for the AMP.

As minimum, this field shall contain the following data:

- Task Threshold (or Initial Interval/Trigger) = The interval/condition between the start of service-life and the first Maintenance Task accomplishment. In case of no Task Threshold, this detail can be left blank or can contain the Task Interval value (see below); and
- Task Interval (or Repeat Interval/Trigger) = The interval/condition (after the Threshold/Initial Interval) between successive accomplishments of a specific Maintenance Task. Above mentioned items could be anyway organised in additional Maintenance Tasks Table fields.

Information concerning Sampling Thresholds/Intervals, if any, shall be contained in this field as well.

Here following a non-comprehensive list of the most common usage parameters:

- Flight/Engine/APU/Propeller Hours
- Flight/Engine/APU/Propeller Cycles
- Landings, operating cycles, starts, or other applicable counters
- Days
- Months
- Years

Here following a non-comprehensive list of the most common conditional basis or trigger:

- task accomplishment triggers, such as before flight, before next flight, after installation, after removal, after maintenance, after inspection, or after repair;
- event-based triggers, such as after hard landing, overweight landing, lightning strike, bird strike, tail strike, abnormal operation, exceedance, or other defined events;
- any other parameter, limit, or condition specified by the applicable source data.

3.2.6 Zone

This field shall contain the Zone or list of Zones concerned by the Maintenance Task. Access information could be included in this field (ref. also to 3.2.3).

3.2.7 Source

This field shall provide information regarding the precise source documentation and the technical publication or manual references needed for the performance of the Maintenance Task.

It is fundamental to record any source documents (with associated abbreviations) in the intro paragraphs of the AMP Maintenance Tasks section, as this list can be quite extensive.

3.2.8 Reference

For aircraft types subjected to the MRB process, this field shall contain cross reference to the MRBR tasks numbers such that it is always possible to relate such tasks to the current approved AMP task. Alternatively, this field shall contain cross reference to the MPD (or any similar document) task numbers.

Cross reference between AMP and MRBR/MPD tasks may also be identified through a dedicated table, e.g. in appendix to the AMP.

NOTE: This cross reference does not prevent the approved AMP from being developed in the light of service experience to beyond the MRBR/MPD recommendations, but will show the relationship to such recommendations.

3.2.9 Effectivity

This field shall cover the Maintenance Task applicability, that can be expressed for instance in terms of aircraft model, or modification number, or engine type, or even specific individual tail number(s), or MSN.

When a Maintenance Task is applicable to the whole fleet covered by the AMP, it is common practice to include the wording "ALL" in this field.

3.2.10 Revision Date

This field shall provide information regarding the latest Revision Status (ref. to 3.2.1) date applicable to the specific Maintenance Task. This date must be either identical or older than the AMP Issue/Revision date.

3.3 COMPONENTS MAINTENANCE AND OVERHAUL PROGRAMME

CAAT Part-M AMP Compliance Checklist Items 3.3

This section shall define periods at which components should be checked, cleaned, lubricated, replenished, adjusted, tested, overhauled and/or replaced by new or overhauled components for each applicable part number. It shall be customised and defined for each applicable aircraft. Referring back to the master data (e.g. MPD) is not acceptable.

The Components Maintenance and Overhaul Programme can be either listed separately (i.e., in a dedicated AMP Section or Appendix) or in the general Maintenance Tasks list. In the second case, Components Maintenance and Overhaul Tasks have to be easily identifiable.

It's anyway recommended to organize the Components Maintenance and Overhaul Programme in a table format, similar to the Maintenance Tasks one (ref. to 3.2).

NOTE: Refer to TCAR AIR Part-M Section A Subpart E for additional information regarding Components. Component removal from and installation on an aircraft is considered to be Aircraft Maintenance and not Component Maintenance. Therefore, a procedure shall be established on how component overhaul / life limits are managed when components are transferred between aircraft. Whereas the aircraft / component OEM provides guidance (e.g., MPD, ALS), such guidance shall be included into this section of the AMP. Otherwise, the following guidance is provided:

- If the task on the transferred component is performed as part of the installation process, then the next performance of the task should count from the installation date.
- The threshold for Calendar Time tasks should be counted from either the date at which the aircraft to which it was originally fitted had its first Transfer of Title or, for a new component installed after delivery, the date at which the component accomplishes its first flight.
- The threshold for Flight Hours, Flight Cycles or Landings tasks is counted from component/structure first flight.
- Specific guidance for ALS should be assessed and implemented.

3.4 STRUCTURAL MAINTENANCE PROGRAMME

CAAT Part-M AMP Compliance Checklist Items 3.4

This section shall contain detailed information regarding specific Structural Maintenance Programmes including (but not limited to):

- Damage Tolerance and Supplemental Structural Inspection Programmes issued by the Design Approval Holder.
- Corrosion Prevention and Control Programme (CPCP) taking into account the baseline CPCP issued by the Design Approval Holder.
- Approved Damage Tolerance Instructions (DTI) for repairs and modifications (e.g., results of Service Bulletins review performed by the TC Holder, Repair Assessment Programme, etc.) and instructions addressing the effect of repairs, modifications, alterations, or other changes on fatigue-critical structures and on the continued effectiveness of structural inspections.
- Widespread Fatigue Damage instructions (Limit of Validity, ref. also to 1.6).
- A plan to obtain and implement all the applicable Damage Tolerant data for existing major modifications and reinforcing repairs affecting the Fatigue Critical Structure, which are not yet included in the AMP.

The Structural Maintenance Programme can be either listed separately (i.e., in a dedicated AMP Section or Appendix) or in the general Maintenance Tasks list (most common practice).

It's anyway recommended to organize the Structural Maintenance Programme in a table format, similar to the Maintenance Tasks one (ref. to 3.2).

4. AMP REVIEW, AMENDMENTS AND APPROVAL

This AMP chapter shall provide detailed information concerning how an AMP shall be reviewed on regular basis, amended as appropriate and approved either directly (by CAAT) or indirectly (by the Owner or the CA(M)O).

In general, amendments (revisions) to the AMP should be made by the Owner or the CA(M)O to reflect changes in the TC holder's recommendations, modifications, service experience, or as required by CAAT.

4.1 PERIODIC REVIEW OF MAINTENANCE PROGRAMME

CAAT Part-M AMP Compliance Checklist Items 4.1

The AMP is required to be reviewed (and amended accordingly, when necessary) on a regular basis to ensure that the programme continues to be up to date and valid in light of the operating experience and instructions from CAAT, while taking into account new or modified maintenance instructions issued by the Type Certificate Holder (TCH), the Supplemental Type Certificate Holder (STCH) and any other organisation that publishes such data in accordance with State of Design's requirements.

This section shall be consistent with the AMP revision procedure in the CA(M)E and provide clear information regarding:

- Content of the Periodic Review (ref. to 4.1.1).
- Periodic Review frequency (ref. to 4.1.2).

4.1.1 Content of the Periodic Review

This section shall provide detailed information regarding the content of the Periodic Review, agreed with CAAT and covering as minimum (but not limited to):

- New/modified maintenance instructions by the TCH/STCH/DOA.
- New/modified mandatory requirements including MCAI, ALIs, and CMRs.
- Revisions to the MRBR/MPD (if applicable).
- Current TCH/STCH's recommendations.
- Modifications and repairs embodied in the particular aircraft, which may require compliance to additional maintenance instructions (by Design Approval Holder).
- In-service experience collected for the particular aircraft or for the fleet.
- Maintenance needs of the aircraft.
- Changes in the type and specificity of operations.
- Changes in aircraft utilisation.

While the periodic review is generally performed at least annually in accordance with point 3 of AMC M.A.302, the AMP may need revisions outside of this formal review if specific needs arise. Examples include:

- Identification of adverse trends from in-service data.
- Significant revisions in maintenance instructions e.g., reduced Time Between Overhaul (TBO).
- Introduction of more restrictive tasks in the Airworthiness Limitation Section (ALS), often enforced through an Airworthiness Directive (AD).

To avoid discrepancies between performed tasks and the AMP, it is advisable to review and revise the AMP promptly upon the release of any new ALS tasks. If the continuing airworthiness of the aircraft is managed by a CA(M)O, the AMP revision policy, including periodic review procedures, should be described in the organisation's exposition (CA(M)E) under:

- Point 1.2 of Appendix V to AMC M.A.704
- Point 1.2 of AMC1 CAMO.A.300
- Point D.3 of AMC1 CAO.A.025

Furthermore, if the source documents are amended without affecting the AMP content, the Organisation may apply an indirect approval procedure (if granted by the CAAT under M.A.302(c)) to update the references in the AMP.

4.1.2 Periodic Review Frequency

The AMP must be reviewed at least annually for continued validity in the light of operating experience. This section shall contain a clear statement regarding the selected frequency of the Periodic Review and any additional deviation (anyway not exceeding the annual threshold) linked to specific needs.

Where the organisation's AMP revision policy is outlined in its CA(M)E, it should include:

- The standard frequency of periodic reviews.
- Circumstances that may trigger an unscheduled review.
- A process for ensuring AMP updates in response to urgent regulatory or manufacturer instructions.

4.2 ALTERNATE AND ADDITIONAL AMP INSTRUCTIONS IN ACCORDANCE WITH M.A.302(e)

CAAT Part-M AMP Compliance Checklist Items 4.2

This section is optional and may be annotated as “Not applicable” if the CA(M)O does not propose or apply alternate and/or additional AMP instructions to those referred to in M.A.302(d)(2) for the aircraft type or fleet covered by this AMP.

Before a CA(M)O applies any alternate and/or additional AMP instruction under this section, the CA(M)O should have been granted the relevant privilege by CAAT or should otherwise have an approved CA(M)E procedure acceptable to CAAT for the specific type of instruction concerned. The CA(M)O should also satisfy the organisation-level experience criteria specified in the approved CA(M)E for the applicable aircraft rating or fleet.

This section of the AMP should not be used to introduce a privilege that has not been granted, to extend the approved CA(M)E scope, or to bypass any direct approval required by CAAT. The AMP should identify the applicable CA(M)E reference, approval route, approval reference, and any privilege limitation or condition applicable to each alternate and/or additional AMP instruction.

This section should not duplicate the full CA(M)E procedure. The CA(M)E should describe the common procedure for development, substantiation, approval, implementation, monitoring, and record keeping of alternate and/or additional AMP instructions. The AMP should describe the aircraft type or fleet-specific application of that procedure, including the affected tasks, aircraft applicability, task classification, source data, approval route, approval reference, and any specific limitation, method, monitoring, or review requirement applicable to the aircraft type or fleet covered by this AMP.

Where an alternate and/or additional AMP instruction is applied, the AMP should identify whether the instruction is:

- De-escalation or more restrictive task intervals;
- Escalation of maintenance task intervals;
- Additional maintenance tasks introduced at CA(M)O/operator discretion; and
- Changes to task type, method, or inspection level.

The AMP should include a statement that no alternate and/or additional AMP instruction is applied unless it is approved through the applicable approval route, either by direct CAAT approval or by an indirect approval procedure approved by CAAT and described in the CA(M)E.

The tasks may be summarised in a single table, provided that the required information is included and each type of alternate and/or additional AMP instruction is clearly identified.

4.2.1 Reference to Approved CA(M)E Procedure

This paragraph should identify the approved CA(M)E procedure used for the development, substantiation, approval, implementation, monitoring, and record keeping of alternate and/or additional AMP instructions.

The AMP should include:

- (a) Reference to the applicable CA(M)E paragraph;
- (b) Approved scope of the CA(M)O procedure or privilege;
- (c) Applicable approval route;

- (d) Limitation that the AMP shall not include alternate and/or additional AMP instructions outside the approved CA(M)E scope; and
- (e) Reference to supporting records retained by the CA(M)O.

4.2.2 De-escalation / More Restrictive Task Intervals

This paragraph should identify any task interval in the AMP that is more restrictive than the interval proposed by the Type Certificate Holder, Supplemental Type Certificate Holder, DAH, MRBR, MPD, or other source document.

The AMP should describe the aircraft type or fleet-specific reason for applying the more restrictive interval, such as aircraft utilisation, operating environment, defect trend, maintenance findings, reliability data, aircraft configuration, specific modification status, harsh environment, operator policy, or source document revision applicable to the aircraft type or fleet.

The AMP should list each more restrictive interval and include, as applicable:

- (a) AMP task reference;
- (b) Source document reference;
- (c) Task description;
- (d) Affected aircraft, fleet, model, configuration, engine/APU type, modification status, or serial number applicability;
- (e) Original source interval;
- (f) More restrictive AMP interval;
- (g) Reason for the more restrictive interval;
- (h) Aircraft type-specific consideration, including any maintenance-induced risk or task effectiveness impact;
- (i) Approval route;
- (j) Approval reference and effective date;
- (k) Review or monitoring requirement; and
- (l) Reference to supporting records retained by the CA(M)O.

The AMP should clearly identify where the more restrictive interval has been introduced by the CA(M)O/operator, rather than by the original source document.

Where a more restrictive interval increases maintenance access or task frequency, the AMP should refer to the CA(M)E assessment of maintenance-induced risk and task effectiveness impact, including any aircraft type-specific controls such as additional close-up inspection, independent inspection, post-maintenance walkaround, latch/fastener verification, or task yield monitoring.

4.2.3 Escalation of Maintenance Task Intervals

This paragraph should identify any maintenance task interval that has been escalated from the applicable source data for the aircraft type or fleet covered by this AMP.

The AMP should describe any aircraft type or fleet-specific basis used to classify and control the escalated task, including the applicable MRBR/MPD/ALS source, task category, failure effect category where applicable, system or structural significance, aircraft configuration, utilisation, operating environment, and any DAH, (S)TCH, OEM, or CAAT limitation relevant to the aircraft type.

The AMP should list each escalated task and include, as applicable:

- (a) AMP task reference;
- (b) Source document reference;
- (c) Task description;
- (d) Affected aircraft, fleet, model, configuration, engine/APU type, modification status, or serial number applicability;
- (e) Original source interval;
- (f) Approved escalated interval;

- (g) Classification as safety-related or non-safety-related;
- (h) Aircraft type-specific justification or reference to supporting justification;
- (i) Approval route, such as direct CAAT approval or indirect approval under approved CA(M)E procedure;
- (j) Approval reference and effective date;
- (k) Implementation condition or limitation, where applicable;
- (l) Post-implementation review or monitoring requirement; and
- (m) Reference to supporting records retained by the CA(M)O.

Escalation of safety-related task intervals shall be subject to direct approval by CAAT and is not eligible for indirect approval.

Where the escalation affects AD, EAD, MCAI, ALS, ALI, CMR, life-limited parts, or other mandatory continuing airworthiness requirements, the AMP should identify the applicable direct approval, AMOC, or equivalent approval reference.

4.2.4 Additional Maintenance Tasks Introduced at CA(M)O/Operator Discretion

This paragraph should identify any additional maintenance task introduced into the AMP at the discretion of the CA(M)O/operator, where such task is not directly required by the applicable source document.

While CAAT does not impose additional maintenance requirements beyond those instructions for continuing airworthiness (ICA) issued by the (S)TCH, modification and repair DOA, TSO authorisation or any other relevant approval acceptable to CAAT under TCAR AIR Part-21, CAAT may accept additional AMP instructions proposed by the owner, operator or CA(M)O in specific cases. These may include:

- addressing operational or environmental factors relevant to the operator;
- additional instructions supported by non-mandatory information issued by (S)TC holder or DOA; or
- the alternative recommendations that enhance operational safety without compromising airworthiness and safety.

Additional tasks may supplement the approved/applicable ICA or provide operator-specific maintenance controls, but shall not replace mandatory ICA, approved maintenance data, ALS, AD/MCAI, CMR, CDCCL, or any required design approval data.

The AMP should describe the aircraft type or fleet-specific reason for introducing the additional task, including the aircraft configuration, operating environment, defect history, reliability data, maintenance findings, operator policy, cabin/interior/appearance standard, or other in-service experience that supports the need for the task.

The AMP should list each additional task and include, as applicable:

- (a) AMP task reference;
- (b) Designation that the task is an additional task introduced by CA(M)O or operator discretion;
- (c) Source or justification;
- (d) Affected aircraft, type, model, configuration, engine/APU type, modification status, or MSN applicability;
- (e) Threshold;
- (f) Interval or trigger condition;
- (g) Task method or maintenance data to be used;
- (h) Required access, tooling, equipment, or personnel competence, where applicable;
- (i) Acceptance criteria;
- (j) Recording requirement;
- (k) Approval route;
- (l) Approval reference and effective date;
- (m) Review or monitoring requirement; and
- (n) Reference to supporting records retained by the CA(M)O.

The AMP should ensure that additional tasks are clearly distinguishable from tasks required by ICA, ALS, AD, CMR, or other mandatory continuing airworthiness requirements.

4.2.5 Changes to Task Type, Method, or Inspection Level

This paragraph should identify any approved change to task type, method, inspection level, access requirement, task procedure, or acceptance criteria when compared with the applicable source document.

Examples may include:

- General Visual Inspection changed to Detailed Inspection;
- Operational Check changed to Functional Check;
- visual check changed to inspection using specified aids;
- zonal task changed to stand-alone task; or
- change to access requirement, inspection method, task procedure, or acceptance criteria.

The AMP should describe the aircraft type or fleet-specific reason for the change, including the task intent, targeted failure mode, inspection standard, required access, aircraft configuration, operating environment, maintenance findings, DAH/OEM recommendation, or other evidence supporting the revised task type, method, or inspection level.

The AMP should list each affected task and include, as applicable:

- (a) AMP task reference;
- (b) Source document reference;
- (c) Task description;
- (d) Affected aircraft, fleet, model, configuration, engine/APU type, modification status, or serial number applicability;
- (e) Original source task type, method, inspection level, or task requirement;
- (f) AMP-applied task type, method, inspection level, or task requirement;
- (g) Reason for the change;
- (h) Classification as safety-related or non-safety-related;
- (i) Aircraft type-specific method, access, inspection standard, acceptance criteria, or limitation;
- (j) Approval route;
- (k) Approval reference and effective date;
- (l) Review or monitoring requirement; and
- (m) Reference to supporting records retained by the CA(M)O.

Changes to task type, method, or inspection level of safety-related tasks shall be subject to direct approval by CAAT.

Changes to task type, method, or inspection level of non-safety-related tasks may be indirectly approved under an approved CA(M)E procedure, where this is within the approved scope.

4.3 AMP AMENDMENTS PROCEDURE

CAAT Part-M AMP Compliance Checklist Items 4.3

This section shall describe the procedures how the Owner or the CA(M)O are amending the AMP. Such procedure shall provide, as minimum:

- Information about the type of amendments, i.e. Major/Minor or Normal/Temporary Revision of the AMP
- Details about the traceability and control of the changes to the AMP
- List of reasons triggering an amendment of the AMP (e.g. aircraft phase-in/out, changes in source documents, AD...)
- Format of the AMP amendment document, including numbering method and effectivities, to be issued for approval
- Responsibilities and timeframe for the different phases (preparation, review, approval, activation)

Whenever a Temporary Revision is issued, it is expected that the full compiled AMP is provided.

If the AMP amendment procedure is included in the CA(M)E, a reference to the dedicated paragraph is also acceptable.

In addition, specific situations that may require AMP amendments beyond the standard periodic review should be described:

(a) Urgent Amendments Triggered by External Sources:

- When the Airworthiness Limitation Section (ALS) is updated with more restrictive or new tasks (often through an AD), it is essential to revise the AMP immediately to avoid discrepancies between performed tasks and the tasks listed in the AMP.
- In cases where new or modified maintenance instructions from the (S)TCH result in changes to the AMP, these amendments should be addressed promptly to maintain compliance and safety.
- Frequent revisions to the TCH MPD do not necessarily require AMP updates each time. The need for an amendment depends on the impact of the MPD changes. If revisions introduce mandatory items (e.g. new airworthiness limitations, compliance updates, significant task adjustments), the CA(M)O must assess and document whether immediate AMP revision is required. Updates may also be driven by other sources, such as STC ICA, CMMs, or regulatory requirements. The AMP amendment procedure should define how each MPD revision is reviewed, its impact recorded, and whether an update is applied immediately or deferred to the AMP periodic review with proper justification and documentation.

(b) Unscheduled Revisions:

Outside of periodic reviews, unscheduled revisions may be necessary when:

- Adverse trends are identified through in-service experience or operational data;
- Significant changes to the TBO or other maintenance intervals are introduced; or
- Modifications and repairs that require updated maintenance instructions from the DAH

(c) Indirect Approval for Source Document Updates:

If the source documents (such as MRBR, ALS, MPD) are amended without directly affecting the content of the AMP, the organisation may opt for an indirect approval procedure as per M.A.302(c), provided that CAAT grants this approval. This allows for updating references in the AMP without the need for a full revision.

(d) Review and Activation Timeliness:

Whenever a temporary revision is issued, the full compiled AMP should be provided for review, ensuring all necessary updates are incorporated. For urgent amendments, especially those linked to regulatory changes (such as ADs), the timeline for review, approval, and activation should be as short as feasible, with clear responsibilities assigned to personnel in charge.

4.4 AMP APPROVAL

CAAT Part-M AMP Compliance Checklist Items 4.4

This section shall describe the procedure used by the Owner/CA(M)O to obtain the approval of the AMP revision.

4.4.1 Approval by CAAT (Direct Approval)

All the amendments to the AMP require CAAT Direct Approval, except for those changes agreed to be part of the Indirect Approval procedure (ref. to 4.4.2).

The procedure described in this section shall therefore detail the communication flow between the Owner/CA(M)O and CAAT, when a new revision/temporary revision is issued for approval

NOTE: To support the CAAT approval process, CAAT recommends including in the procedure:

- The submission of the referenced source documents which have initiated the changes, together with the revision proposal.
- To plan a meeting with CAAT to briefly introduce the changes.

4.4.2 Approval by the CAMO/CAO (Indirect Approval)

If available, the Indirect Approval procedure, included in the CA(M)E and approved by CAAT, should be referred to in this section.

5. PERMITTED VARIATIONS TO MAINTENANCE PERIODS

This section is optional and may be annotated as 'Not applicable' if the CA(M)O does not intend to use the permitted variation to the maintenance periods. For an initial CA(M)O approval, it is recommended that the CA(M)O does not seek this privilege unless it has established adequate procedures and is able to demonstrate effective implementation of the permitted variation process. Where this privilege is not approved, all maintenance tasks shall be accomplished at the intervals specified in the approved AMP.

This AMP chapter shall provide detailed information regarding limit of application of Permitted Variations to maintenance periods and the related approval procedures.

This paragraph should describe procedure for approving variations to the maintenance periods, either directly approved by the CAAT or indirectly approved by the organisation, subject to approval by the CAAT.

The procedure should address the one-off extension of the due date of an AMP task for a specific aircraft when exceptional circumstances arise and the task cannot reasonably be accomplished on time.

This permitted variation (one-off extension) is different from the escalation of an established AMP task interval. While only the next due for one specific aircraft registration is extended with the permitted variation procedure, the escalation procedure modifies the task interval permanently (and it is not limited to one specific aircraft registration, refer to 4.2.3 for Escalation of Maintenance Task Intervals).

If the Permitted Variation procedure is included in the CA(M)E, a reference to the dedicated paragraph is also acceptable for management and control procedures. The procedure in AMP should focus on principle, procedure, tasks that can be subject to the permitted variation, and the maximum allowed variation which are tailored to the specific extent of each type of aircraft, engine, and component based on instructions from design organisation. Therefore, as a minimum, the AMP shall include:

- The list of maximum allowed variations, approved by CAAT (ref. to 5.1).
- The list of AMP tasks subject to permitted variation procedure and AMP tasks excluded (ref. to 5.2)

When the aircraft is not managed by a CA(M)O, the owner may only vary the periods prescribed by the programme with the approval of the CAAT.

When the CA(M)O decides to describe the permitted variation procedure in the AMP, it shall be described in a structure referred in CAME 1.2.4.

5.1 MAXIMUM ALLOWED VARIATION

The section should clearly specify the applicability of the AMP tasks subject to permitted variation. The maximum permitted variation should be established taking into account the applicable (S)TCH instructions and any safety-related limitations. The CA(M)O should coordinated with the (S)TCH where safety-related concerns exist. For reference, here follow an example list of maximum allowed variations:

Interval Usage Parameter		Definitions
Flight Hour (FH) Interval	5 000 FH or less	10%
	More than 5 000 FH	500 FH
Flight Cycle (FC)/ Landing Interval	500 FC or less	5%
	More than 500 FC	250 FC
Calendar Interval	12 months or less	10% or 1 month (whichever occurs first)
	Between 12 months and 36 months	2 months
	More than 36 months	3 months
Items controlled by more than one interval usage parameter (e.g., FH and Calendar, FH and FC, or FH and FC and Calendar)		The more restricted allowed variation shall be applied.

5.2 PERMITTED VARIATION APPLICABILITY AND EXCLUSIONS

This section shall clearly identify the AMP tasks subject to the permitted variation procedure and those excluded from permitted variation based on the information from (S)TCH, and CAAT regulations.

Generally, the permitted variations are NOT applicable to any mandatory task or as specified by the (S)TCH, such as (non-comprehensive list):

- (a) Those components for which an ultimate (scrap) or retirement life has been prescribed (e.g. primary structure of components with limited fatigue lives and high energy rotating parts or which containment is not provided, or Life-limited Items). Details concerning all items of this nature are included in the Type Certificate Holder's documents or manuals
- (b) Tasks related to Mandatory Continuing Airworthiness Information (MCAI) such as Airworthiness Directives (ADs)
- (c) Maintenance Programme tasks which have been classified as mandatory by the Type Certificate Holder / Supplemental Type Certificate holder, State of Design, or the Authority
- (d) Certification Maintenance Requirements (CMR) unless specifically approved by the manufacturer and agreed by the State of Design
- (e) Airworthiness Limitation Items (ALIs) or Airworthiness Limitation Sections (ALS)
- (f) Fuel Airworthiness Limitation (FAL)
- (g) Critical Design Configuration Control Limitations (CDCCL Items)
- (h) EDTO / ETOPS related tasks
- (i) Safety Directives
- (j) Tasks derived from MRB/MPD based on MSG-3 analysis and with a Failure Effect Category (FEC) of 5 - 'Evident Safety Effect' and 8 - 'Hidden Safety Effect'
- (k) Tasks related to system or equipment required by operational requirements
- (l) Aircraft weighing

In the AMP, limitations may also be specified per task group or task type. For example: "C-check to be performed at 1000 flt hrs +/-100 flt hrs", it means that "a variation of 10% may be applied to all lubrication task intervals", but "no extension may be applied to any life limit or tasks in the criteria prescribed in this section".

In case the variation of those mandatory tasks is required, an application for approval can be sent to the CAAT, together with substantiating documents from the (S)TC holder. In addition, coordination with State of Design's authority is required for task variation related to MCAI, ALIs, CMRs, or other documents mandated by State of Design's authority. The procedure may be described in this section for the application to apply for variation approval of AMP tasks outside the permitted variation scope.

Where a maintenance task cannot be accomplished within its approved limit, for example due to the unavailability of a replacement component, the unavailability of spare parts alone does not constitute a basis for exceeding the applicable maintenance limitation. Where the resulting condition renders an item inoperative or unavailable, continued operation may only be considered where such condition is specifically permitted by applicable approved data, such as the MEL, CDL, or other operational or design configuration relief, and subject to all associated conditions, limitations, maintenance actions and rectification intervals. Such relief does not constitute an extension of the AMP task interval and shall not be used to exceed any mandatory life limit, airworthiness limitation, AD/MCAI requirement, or other mandatory continuing airworthiness requirement.

6. RELIABILITY PROGRAMME AND REPORTING

This AMP chapter shall provide clear information regarding:

- Reliability Programmes (ref. to 6.1)
- Reporting of occurrence arising from scheduled maintenance tasks (ref. to 6.2)

The procedure in this chapter should focus on reliability procedures and reporting described specifically for each type of aircraft and its components in the AMP. Where general systems or procedures are applicable to all aircraft types and components, a reference to the dedicated CA(M)E paragraph is also acceptable.

6.1 RELIABILITY PROGRAMMES

CAAT Part-M AMP Compliance Checklist Item 6.1

This section shall describe the method used to periodically monitor the effectiveness of the AMP through (non-comprehensive list) for the specific type of aircraft:

- Aircraft reliability monitoring.
- Engine condition monitoring.
- Component reliability monitoring.
- APU condition monitoring.
- Any other reliability and/or condition monitoring means.

The applicability should clearly identify the aircraft, engine and component types/models, serial numbers and registration marks controlled by the programme as well as its applicable specific approvals which are utilised under the programme such as RVSM, ETOPS, AWO, SET-IMC, NVIS or some operations for Helicopter.

Detailed procedures of the reliability programmes shall be given in the CA(M)E and a cross reference to the specific section shall be added in this AMP section.

6.2 REPORTING

CAAT Part-M AMP Compliance Checklist Item 6.2

Occurrence reporting is an essential part of the overall monitoring function. The objective of the occurrence-reporting, collection, investigation and analysis systems described in the CAAT Requirements no. 22 is to use the reported information to contribute to the improvement of aviation safety and it should not be used to attribute blame or liability or to establish benchmarks for safety performance.

This section shall provide details on how the occurrence reporting is performed, with specific reference to scheduled maintenance.

It should be ensured that relevant occurrence reports, especially those arising from scheduled maintenance tasks, are carefully reviewed and analysed as a part of the reliability programme. This analysis supports the identification of trends, potential systemic issues, and areas for improvement within the maintenance programme.

If the reporting procedure is included in the CA(M)E, a reference to the dedicated paragraph is also acceptable.