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AIRWORTHINESS

ADMINISTRATION

APPROVED MAINTENANCE SCHEDULES/PROGRAMS

☛ Indicates changes.

☛ This AIC replaces AIC 60-4 dated 02-10-15 in total.

1. GENERAL

1.1 Regulations 43.02.1, 121.09.1, 121.09.2, 127.09.1, 127.09.2, 135.09.1, 135.09.2 and SA-CATS-GMR 43 of the Civil Aviation Regulations, 1997, as amended, states that the operator of an air transport aeroplane shall not operate the aeroplane/helicopter unless such aeroplane/helicopter is maintained in accordance with the requirements of Part 43 and in accordance with an aircraft maintenance schedule established by the operator. The schedule shall contain the following details:

- a) Maintenance tasks and the intervals at which these are to be performed, taking into account the anticipated utilisation of the aircraft;
- b) When applicable, a continuing structural integrity programme;
- c) The recording system, to be used to ensure compliance with this schedule and SA-CATS-GMR 43.02.8, shall be acceptable to the Commissioner;
- d) Procedures for changing, or deviating from, a) and b) above;
- e) When applicable, condition monitoring and reliability programme descriptions for aircraft systems and power plants.

Note - In the context of this paragraph, "when applicable" means that the condition monitoring and reliability programmes are only applicable to aircraft types where the maintenance programme was derived using the maintenance review board process.

2. Maintenance schedule, for aircraft with a Maximum Certificated Mass (MCM) of more than 5 700 kg are the responsibility of the operator but normally compiled by maintenance organisations on behalf of the operator of these aircraft and submitted to the Commissioner for approval. These schedules should be amended at regular intervals to include the mandatory modifications and special inspections which the manufacturers and the Commissioner consider necessary for the continuing airworthiness of the aircraft concerned. Part 4 of these schedules have reference.

3. Maintenance schedules for aircraft with a MCM of 5 700 kg and below are compiled, as stated under SA-CATS-GMR 43.02.8.

3.1. This maintenance schedule which specifies the routine periodic maintenance phrased in general terms, the details of the inspections being left to the inspecting aircraft maintenance organisation or engineer to act in accordance with the Regulations under Part 43 of the Civil Aviation Regulations, 1997, as amended.

4. RESPONSIBILITIES

4.1 The Regulation places on the owner the onus for ensuring that his/her aircraft is maintained in an airworthy condition. He/she must ensure that the requirements of the approved maintenance schedule are complied with in so far as they affect his/her aircraft.

4.2 The mandatory requirements of a maintenance schedule are the minimum to be complied with but compliance with these does not absolve the owner, approved aircraft maintenance organisations or licensed aircraft maintenance engineers from ensuring that maintenance required by the manufacturer or any other maintenance found to be necessary for the continuing airworthiness of the aircraft is done. Most manufacturers recommend inspections at more frequent intervals than those shown as mandatory in the approved maintenance schedule and all aircraft owners are enjoined in their own interest to heed these recommendations and to have the additional work done immediately when it becomes necessary.

The maintenance programme referred to in SA-CATS-GMR Part 43.02.3(2), is the same as the aircraft maintenance schedule referred to in Regulation 43.02.1 read together with SA-CATS-GMR Part 43.02.8.

The operator's Aircraft Maintenance Schedule (AMS) or Aircraft Maintenance Programme (AMP) need to state the document reference that was used to develop the operator's aircraft maintenance schedule such as Maintenance Review Board (MRB) Report, Maintenance Planning Document and the Aircraft Maintenance Manual as applicable. Each operator must employ appropriate means to assess the continued effectiveness of their approved maintenance schedules and their revisions.

The operator's AMS/AMP need to state how the document will be kept current with the manufacturer's Maintenance Planning Document (MPD) and the MRB Report.

Except where specifically authorized, in the operator's manual, the Commissioner must approve all aircraft maintenance schedule amendments that relate to changes in the aircraft's operational role, deletion of tasks, increase in task intervals, or any other significant changes. Prior approval is not required for the addition of tasks or reductions of task intervals; however the operator must notify the Commissioner of such changes at the earliest convenient opportunity.

Although maintenance schedules are not transferable, operators may base their schedules upon those of other South African operators. Analysis of schedules developed in this way will involve a comparison between the two operations. Approval will depend upon the applicant's ability to demonstrate that the role, aircraft configuration, route structure, type of evaluation program and environment are essentially the same in both cases. A comparison of the reliability programs of the previous operator and the applicant would be required. In addition, the assessment will take into account the relative experience of each operator with the aircraft type, or with similar types. An operator may not take credit for other operators established Time Between Overhaul (TBO), or other intervals, unless the operator can show equivalent competence and experience.

The use of short terms escalations (extensions) to scheduled maintenance task intervals is permitted only when the checks prescribed by the Maintenance Schedule, or supporting documents in support of the schedule, cannot be complied with due to circumstances that could not reasonably have been foreseen by the operator. Where an operator wishes to include short terms escalations in a maintenance schedule, the application must contain full details of the escalation, including the means of control. The applicant must demonstrate that the items concerned can safely be operated at the resulting higher intervals.

All short term escalations must be supported by manufacturer's MPD, MRB Report, No Technical Objection (NTO), or some other acceptable approved Schedule from the manufacturers or any means from the State of Design which is acceptable to the Commissioner.

No escalations shall be applied to any Airworthiness Directive, Airworthiness Limitation, or any other task classified as mandatory by the responsible Regulatory Authority (State of Design), or State of Registry. Unless the aforementioned body after consultation makes a recommendation which is acceptable to the Commissioner to extend the compliance date or issues an alternate method of compliance.

Tolerances shall not apply to the following:

- Airworthiness Directive
- Airworthiness Limitations
- Certification Maintenance Requirements
- Life limited components
- Mandatory maintenance from the state of design of the aircraft. Normally this maintenance is contained or referenced on the type certificate data sheet.

The escalation examples referenced below are for guidance purposes only and the Commissioner may approve escalations on a conservative basis, taking into account the operator's past history of maintenance planning and escalation use. Short term escalations may apply to items controlled by flying hours, calendar time, and/or operating/cycles. Examples of tolerances that may be approved by Commissioner are as follows:

- a) Items Controlled by Flying Hours: 10% of the applicable task interval, or 500 hr., whichever is the lesser;
- b) Items Controlled by Calendar Time: 10% of the applicable task interval, or 3 months, whichever is the lesser;
- c) Items Controlled by Landings or Operating Cycles: 10% of the applicable task interval, or 50 Landings / Operating Cycles, whichever is the lesser;

Note: For items controlled by more than one limit (e.g., items controlled by both flying hours and calendar time or cycles) the more restrictive limit must be applied.



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