

	<p>REPUBLIC OF SOUTH AFRICA</p> <p>CIVIL AVIATION AUTHORITY</p> <p>AERONAUTICAL INFORMATION CIRCULAR</p>	<p>CAA Private Bag x 08 Waterkloof 0145</p>
<p>Tel: (012) 346-5566 Fax: (012) 345-6059 E-Mail: mail@caa.co.za</p>		<p>AIC 61-2 02-07-15</p>

AIRWORTHINESS

MAINTENANCE

AVAILABLE GUIDELINE WITH REGARD TO MAINTENANCE POLICY

∧ Indicates changes.

∧ This AIC replaces AIC 61A2 dated 95-09-15.

1. GENERAL

Part 43 of the Civil Aviation Regulations, 1997, as amended, read together with Subpart 9 of Part 121, 127 and 135 and SA-CATS-GMR requires all aircraft to be maintained in accordance with the requirements of manufacturer's handbooks and operation manuals, and also in conformance with such maintenance schedules as may from time to time be approved by the Commissioner. In the event of conflict between such handbooks/manufacturer's and a relevant maintenance schedule, the provisions of the latter shall prevail.

2. Aircraft with a maximum certificated mass less than 5 700 kg must be maintained in accordance with the Approved Maintenance Schedule as laid down in SA-CATS-GMR, read in conjunction with the respective manufacturer's handbooks and manuals.

3. Aircraft with a maximum certificated mass of 5 700 kg or above, must be maintained in accordance with their individually (CAA) approved Maintenance Schedules read in conjunction with the manufactures maintenance planning document and the applicable maintenance manuals for the aircraft.

4. Most aircraft owners appear to be less than aware of such requirements, and it is therefore of the utmost importance that they acquaint themselves with the contents of the relevant documents with the minimum of delay. Particularly important information contained therein includes the following:

- 4.1 Who may maintain their aircraft;
- 4.2 The required frequency of inspections;
- 4.3 Extension of periods between overhauls;
- 4.4 Who may perform overhauls and major repairs to equipment;
- 4.5 Requirements in respect of the replacement of life-limited products;
- 4.6 Mandatory modifications to equipment, and
- 4.7 Unscheduled maintenance inspections.

5. To re-iterate, therefore, since it is laid down that it is the responsibility of the owner/operator to ensure that all aircraft maintenance is done as and when required it is of paramount importance that the owner/operator shall be fully conversant with the contents and stipulations of the aforementioned documents, and should have them available for reference.

∧6 It therefore stands to reason that changes to approved maintenance schedules are to be submitted for CAA approval by owners and operators. Maintenance organisations may submit changes if they are acting on the direct instructions of the owner or operator.