Aircraft Maintenance Programme

Add Manufacturer + Type/ model

Add registration

Document reference number: XXXXX

Date of issue: DD-MM-YYYY

Revision number: 1

**General completion instructions:**

* This is only a general template containing example text (yellow highlighted), it must be highly customized to the aircraft type(s) and specific operation
* The Maintenance Approval Holder (MPAH) may use its own template or transfer the contents of this template to its own template and generate a unique template
* All individual maintenance tasks must be made part if this aircraft maintenance programme and included in chapter 3 and on
* Escalations of maintenance tasks are the full responsibility of the MPAH and must be justified and must be approved by the Guernsey DCA as part of the complete AMP approval, refer to 2.9
* New revisions of the aircraft maintenance programme must be approved by the Guernsey DCA
* The aircraft maintenance programme must comply with the requirements of GAR 39.61
* Please provide to the AMP a unique document reference number and version number and/ or revision number and apply for approval with the Bailiwick of Guernsey/ 2-REG.
* The design of the AMP shall observe human factors principles

# Introduction

## Guernsey Aviation Requirements (GAR) Part 39

This document satisfies the requirements of Guernsey Aviation Requirements (GAR) Part 39 Subpart C 39.61 Maintenance Programme. This Maintenance Programme is subject to approval by the Director of Civil Aviation of the Bailiwick of Guernsey (DCA).

When necessary, amendments to this Maintenance Programme shall be made by the Maintenance Programme Approval Holder (MPAH) as required by the DCA or any applicable mandatory amendments promulgated by the Type Acceptance Certificate holder or, in case of a restricted Type Acceptance Certificate, the holder of the Type Certificate upon which that Type Acceptance Certificate is based, or by the holder of an STC or TSO, collectively referred to herein as design approval holder, to satisfy the continuing airworthiness requirements of the aircraft (GAR 39.61 (c)).

## Statement

The aircraft specified in paragraph 2.1 will be maintained in accordance with this Aircraft Maintenance Programme (AMP).

The aircraft continuing airworthiness, including that of its engines, propellers, rotors, parts, components, appliances and emergency equipment items, is managed by Add name who is the MPAH and who shall ensure that appropriate arrangements for continuing airworthiness management required by GAR Part 39 are in place and continue to be so.

It is the responsibility of the MPAH to ensure that subsequent requirements issued by design approval holders are evaluated and where appropriate incorporated, including those requirements issued by the State of Type Certification as identified on the applicable Type Acceptance Certificate or the DCA.

The AMP itself will be periodically reviewed (at least annually) and changed or amended in order to incorporate the latest revision of MRBR/ MPD, mandatory requirements such as Airworthiness Directives, compliance with Part-21 (repairs, modifications) and as a result of reliability analysis, if applicable.

Any alterations to this AMP such as change of inspection intervals or maintenance processes due to service experience must have detailed technical justification and must be approved by the DCA.

Date: ­­­­­­­­­­­­­­­­­­­­­­­­­

Signature: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Name:

Title: MPAH (Technical Coordinator or CAMO)

## Aircraft Maintenance Programme Approval

This document is prepared by Add name and submitted to the Guernsey DCA/ 2-REG for approval.

**Name and Address of the Maintenance Approval Holder (MPAH) (Technical Coordinator or CAMO)**

E.g. Guerney Airport

Airport Terminal Building

La Villiaze, Forest, Guernsey, GY8 0DS

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## Record of revisions

Revisions are recorded in the table below. Revisions may affect the whole AMP or one or several sections. Revisions are identified by revision bars next to the affected page/ paragraph. Revision bars are not applied in case of editing changes but only where subjects have been substantially changed, cancelled or added.

|  |  |  |  |
| --- | --- | --- | --- |
| Rev. No. | Issued on | Incorporated on | Incorporated by |
| Initial | 10 July 2018 |  |  |
|  |  |  |  |
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## Record of temporary revisions

The below Temporary Revisions (TRs) are active in the current revision of the Maintenance Program.

|  |  |  |  |
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| Temp. Rev. No. | Issued on | Incorporated on | Incorporated by |
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## Distribution list

Technical Coordinator/ CAMO

AMO Part 145

Aircraft owner/ operator

Guernsey DCA/ 2-REG

## Abbreviations

For the purpose of this Aircraft Maintenance Programme the following abbreviations apply:

FOR EXAMPLE to be customized for specific AMP:

2-REG SGI Guernsey Ltd., also: Guernsey Aircraft Registry

AD Airworthiness Directive

AFM Airplane Flight Manual, Aeroplane Flight Manual, Rotorcraft Flight Manual

AMM Aircraft Maintenance Manual

AMO Approved Maintenance Organisation

AMP Aircraft Maintenance Programme

ANAC Brasil Agência Nacional de Aviação Civil

AOC Air Operator Certificate

ARM Accident/Serious Incident Response Manual

AWL Airworthiness Limitation

CAA United Kingdom Civil Aviation Authority

CAMO Continuing Airworthiness Management Organisation

CASI Civil Aviation Safety Inspector

CMR Certification Maintenance Requirement

CoA Certificate of Airworthiness

CSI Cabin Safety Inspector

DCA Bailiwick of Guernsey Director of Civil Aviation

DG Dangerous Goods

DGI Dangerous Goods Inspector

EASA European Aviation Safety Agency

ECCAIRS European Co-ordination Centre for Accident and Incident Reporting Systems

EDTO Extended Diversion Time Operations

EFB Electronic Flight Bag

FAA United States Federal Aviation Administration

FC Flight Cycles

FH Flight Hours

FOI Flight Operations Inspector

GAC Guernsey Advisory Circular

GAR Guernsey Aviation Requirements

GSY Guernsey

ICAO International Civil Aviation Organization

LoV Limit of Validity

LVO Low Visibility Operations

MEL Minimum Equipment List

MO Month

MPAH Maintenance Programme Approval Holder

MTOM Maximum Take-off Mass

NAT HLA North Atlantic High Level Airspace

OJT On-the-job training

POC Private Operator Certificate

POH Pilot Operating Handbook

PtF Permit to Fly

RNP AR APCH Required Navigation Performance Authorisation Required Approach

RVSM Reduced Vertical Separation Minima

SB Service Bulletin

SGIG SGI Guernsey Limited

SI Service Instruction

SMS Safety Management System

SSP State Safety Programme

TC Type Certificate

TAC Type Acceptance Certificate

TCDS Type Certificate Data Sheet

## Definition of terms

FOR EXAMPLE (Boeing definitions) to be customized for aircraft type:

* ACCIDENTAL DAMAGE (AD):

Physical deterioration of an item caused by contact or impact with an object or influence which is not a part of the aircraft, or by human error during

manufacturing, operation of the aircraft, or maintenance practices.

* AIRWORTHINESS LIMITATIONS:

A section of the Instructions for Continued Airworthiness that contains each mandatory replacement time, structural inspection interval, and related structural

inspection procedure. This section may also be used to define a threshold for the fatigue related inspections. The information contained in the Airworthiness

Limitations section may be changed to reflect service and/or test experience or new analysis methods.

* CHECK/INSPECTION

An examination of an item against a specific standard.

* CORROSION PREVENTION AND CONTROL PROGRAM (CPCP):

A program of maintenance tasks implemented at a threshold designed to control an aircraft structure to Corrosion Level 1 or better.

* DAMAGE TOLERANT:

A qualification standard for aircraft structure. An item is judged to be damage tolerant if it can sustain damage and the remaining structure can withstand

reasonable loads without structural failure or excessive structural deformation until the damage is detected.

* DISCARD (DS):

The removal from service of an item at a specified life limit.

* ECONOMIC EFFECTS:

Failure effects which do not prevent aircraft operation, but are economically undesirable due to added labor and material cost for aircraft or shop repair.

* ELECTRICAL WIRING INTERCONNECTION SYSTEM (EWIS)

A. Electrical Wiring Interconnection System (EWIS) means any wire, wiring device, or combination of these, including termination devices, installed in any area

of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points.

B. Except for the equipment indicated in Paragraph XXX of this section, EWIS components inside the following equipment, and the external connectors that

are part of that equipment, are excluded from the definition in Paragraph XXX of this section:

a. Electrical equipment or avionics that are qualified to environmental conditions and testing procedures when those conditions and procedures are:

(a) appropriate for the intended function and operating environment,

(b) acceptable to the FAA.

b. Portable electrical devices that are not part of the type design of the airplane. This includes personal entertainment devices and laptop computers.

c. Fiber optics.

* ENVIRONMENTAL DAMAGE/DETERIORATION (ED):

Physical deterioration of an item's strength or resistance to failure as a result of chemical interaction with its climate or environment.

* EXTERNAL:

An externally visible structure or systems/powerplant item. It may also include internal structure or installations which are visible through quick opening access

panel/doors. Workstands, ladders, etc., may be required to gain proximity.

* FAILURE:

The inability of an item to perform within previously specified limits.

* FAILURE CAUSE:

Why the functional failure occurs.

* FAILURE DAMAGE:

The initiation of a crack or cracks due to cyclic loading and subsequent propagation.

* FAILURE EFFECT:

What is the result of a functional failure.

* FLIGHT CYCLE:

A completed take-off and landing sequence.

* FUNCTION:

The normal characteristic actions of an item.

* FUNCTIONAL CHECK (FC):

A quantitative check to determine if one or more functions of an item performs within specified limits.

* FUNCTIONAL FAILURE:

How an item failed to perform its function.

* HIDDEN FUNCTION:

A. A function which is normally active and whose cessation will not be evident to the operating crew during performance of normal duties.

B. A function which is normally inactive and whose readiness to perform, prior to it being needed, will not be evident to the operating crew during performance

of normal duties.

* INSPECTION - CHECK:

An examination of an item against a specific standard.

* INSPECTION - DETAILED (DET or DI):

An intensive examination of a specific item, installation or assembly to detect damage, failure or irregularity. Available lighting is normally supplemented with a

direct source of good lighting at an intensity deemed appropriate. Inspection aides such as mirrors, magnifying lenses, etc. may be necessary. Surface cleaning

and elaborate access procedures may be required.

* INSPECTION - GENERAL VISUAL (GV or GVI):

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 normally made with 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 checked.

* INSPECTION - SPECIAL DETAILED (SI or SDI):

An intensive examination of a specific item, installation, or assembly to detect damage, failure or irregularity. The examination is likely to make extensive use of

specialized inspection techniques and/or equipment. Intricate cleaning and substantial access or disassembly procedures may be required.

* INTERNAL:

An internal structure or systems/powerplant installation. This type of inspection applies to structures and installations which may require removal of fillets,

fairings, access panels, doors, etc.

* ITEM:

Any level of hardware assembly, i.e., system, sub-system, module, accessory, component, unit, part, etc.

* LUBRICATION & SERVICING (LU/SV):

Any act of lubricating or servicing for the purpose of maintaining inherent design capabilities.

* MAINTENANCE REQUIREMENT:

The minimum initial maintenance to be used as part of an approved operator maintenance program.

* MAINTENANCE SIGNIFICANT ITEMS (MSIs):

Items identified by the manufacturer whose failure:

A. Could affect safety (ground or flight), and/or

B. Is undetectable during operation, and/or

C. Could have significant operational economic impact, and/or

D. Could have significant non-operational economic impact.

* MULTIPLE ELEMENT FATIGUE DAMAGE:

The simultaneous cracking of multiple load path discrete elements working at similar stress levels.

* MULTIPLE SITE FATIGUE DAMAGE:

The presence of secondary damage (cracking) dependent or independent of the primary damage (crack).

* NON-OPERATIONAL EFFECTS:

Failure effects which do not prevent aircraft operation, but are economically undesirable due to added labor and material cost for aircraft or shop repair.

* NORMAL OPERATING CREW MONITORING:

Any monitoring of system operation accomplished by the operating crew members during their normal duties. This includes monitoring of instrumentation of

systems normally used daily and of systems required to be checked by the crew on a daily basis.

* OPERATING CREW DUTIES:

Operating Crew - Qualified cockpit and cabin attendant personnel who are on duty.

Normal Duties - Those duties associated with the routine operation of the aircraft, on a daily basis, to include the following:

A. Procedures and checks performed during aircraft operation;

B. Recognition of abnormalities or failures by the operating crew through the use of normal physical senses (i.e., odor, noise, vibration, temperature, visual

observation of damage or failure, changes in physical input force requirements, etc.).

* OPERATIONAL CHECK:

A task to determine that an item is fulfilling its intended purpose. Does not require quantitative tolerances. This is a failure finding task.

* OPERATIONAL EFFECTS:

Failure effects which interfere with the completion of the aircraft mission. These failures cause delays, cancellations, ground or flight interruptions, high drag

coefficients, altitude restrictions, etc.

* OTHER STRUCTURE:

Structure which is judged not to be a Structural Significant Item. "Other Structure" is defined both externally and internally within zonal boundaries.

* POWER FEEDER WIRING (OR “POWER FEEDERS”):

Electrical wiring/cables directly associated with the airplane’s electrical power distribution system, which includes:

A. Wiring from the external power receptacle(s) to the ground service buses.

B. Wiring from the main battery and auxiliary battery to the battery buses.

C. Wiring from the engine generators to the transfer buses.

D. Wiring from the APU generator to the transfer buses.

E. Wiring from the battery buses to the APU starter.

* REPEAT INTERVAL:

The interval between successive accomplishments of a specific maintenance task after reaching the threshold interval.

* RESIDUAL STRENGTH:

The strength of a damaged strength.

* 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.

* SAFE LIFE STRUCTURE:

Structure which is not practical to design or qualify as damage tolerant. Its reliability is protected by discard limits which remove items from service before

fatigue cracking is expected.

* SCHEDULED MAINTENANCE CHECK:

Any of the maintenance opportunities which are prepackaged and are accomplished on a regular basis.

* STRUCTURAL ASSEMBLY:

One or more structural elements which together provide a basic structural function.

* STRUCTURAL DETAIL:

The lowest functional level in an aircraft structure. A discrete region or area of a structural element, or a boundary intersection of two or more elements.

* STRUCTURAL ELEMENT:

Two or more structural details which together form an identified manufacturer's assembly part.

* STRUCTURAL FUNCTION:

The mode of action of aircraft structure. It includes acceptance and transfer of specified loads in items (details/elements/assemblies) and provides consistently

adequate aircraft response and flight characteristics.

* STRUCTURAL SIGNIFICANT ITEM (SSI):

Any detail, element or assembly, which contributes significantly to carrying flight, ground, pressure or control loads and whose failure could affect the structural

integrity necessary for the safety of the aircraft.

* TASKS - MAINTENANCE:

An action or set of actions required to achieve a desired outcome which restores an item to or maintains an item in serviceable condition, including inspection

and determination of condition.

* THRESHOLD:

The specific value of a usage parameter (flight cycles, flight hours, etc.) at which the first inspection of some particular level or method should be conducted.

* VISUAL CHECK (VC):

A visual check is an observation to determine that an item is fulfilling its intended purpose. Does not require quantitative tolerances. This is a failure finding task.

# Maintenance Programme Administration

## Validity

This Aircraft Maintenance Programme is applicable to the aircraft identified in the table

below.

FOR EXAMPLE:

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Registration mark(s)** | **TAC or restricted TAC holder + Type/ Model/ Variant** | **Engine(s)** | **Propeller(s)** | **APU** | **Serial number(s)** | **Line number(s)** | **TCDS number** |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Limit of Validity (LoV) is XX,XXXFC/XX,XXXFH (whichever occurs first).

## Source Documents

All Instructions for Continuing Airworthiness (ICA’s) are included in this Maintenance Programme and any supplementary tasks issued by the design approval holder are included in this document. Also Instructions for Continuing Airworthiness from AD’s, repairs, modifications are included, but not necessarily limited to the following:

FOR EXAMPLE to be made specific for this AMP

– Maintenance Manuals (airframe, engine, , propeller, component, appliance);

– Service Bulletins ( airframe, engine, , propeller, component, appliance);

– Service Letters (airframe, engine, , propeller, component, appliance);

– Service Instructions ( airframe, engine, , propeller, component, appliance);

– Airworthiness Directives (AD);

– Technical records (including those of previous operators);

– Type Certificate Data Sheets (TCDS).

– Modification (STC’s and Repairs)

|  |
| --- |
| **List of applicable source documents** |
| **Document** | **Version** | **Section** | **Remarks** |
| Maintenance Specification Document (MSD) | 1 | All |  |
| Maintenance Review Board Report (MRBR) | 1 |  |  |
| Maintenance Planning Document (MPD) | 1 |  |  |
| Service Bulletin | X |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |

## Aircraft Annual Average Utilization

Anticipated utilization of aircraft is between XXXX FH and XXXX FH and

between XXXX FC and XXXX FC within a 12-month period. Calendar time limits are also

applicable for this aircraft and are incorporated into this programme. If actual utilization

differs from anticipated utilization more than 25%, then it will be taken into account

during the annual review of the Aircraft Maintenance Programme.

The MRBR and MPD specify a certain utilization for which the programme is valid. Outside the specified utilization the TC-holder shall be contacted.

A “Low Utilization Programme” is used in order to allow operation with an aircraft utilization below the range stated in the MRBR/ MPD.

## Check Intervals

Each task is tracked individually in this Maintenance Programme, based on Airframe/ Engine/ APU/ Component Flight Hours (FH), Flight Cycles (FC), or Calendar period.

If a “lettercheck” is used for example. As a reference:

|  |  |  |
| --- | --- | --- |
| Type | Interval | Remarks  |
| Preflight check | Add interval: e.g. Before every flight |  |
| Daily check | Add interval: e.g. 36 Elapsed Hours |  |
| Weekly check | Add interval: e.g. 8 Calender Days |  |
| A check | Add interval: e.g. 1000 FH/ 750 FC/ 4 MO |  |
| C check | Add interval: e.g. 10000 FH/ 7500 FC/ 36 MO |  |
| D check | Add interval: e.g. 144 MO |  |

## Task Description

Task Number - Each task is identified by a specific task number.

Type Code - each work is identified by a specific code as follows:

• BSI: Borescope inspection

• CHK: Check for condition, leaks, circuit continuity, check fluid reserve on

item, check tension and pointer, check fluid level, check detector, check

charge pressure, Leak check/test

• DIS: Discard

• DET: Detailed Inspection

• FNC: Functional Check/test

• OPC: Operational Check/test

• GVI: General Visual Inspection

• LUB: Lubrication

• RST: Remove for restoration

• SDI: Special detailed inspection

• SVC: Drain, Servicing, Replenishment (fluid change)

• TPS: Temporary protection system

• VCK: Visual check

• RST: Restoration

##  Aircraft Weighing

Aircraft weighing interval is XX Months and is carried out as per Add reference requirement.

## Aircraft Parking, Storage and Return to Service

An aircraft which has been taken out of operation and is parked or stored for more than

XX hours or XX days must be maintained in accordance with the AMM and the following rules:

The parking/ storage procedures described in AMM Add reference shall be followed.

All maintenance tasks defined in this Aircraft Maintenance Programme, apart from the required parking/ storage tasks, which become due during the parking/ storage period, may be postponed until the end of the parking period.

Before the aircraft is returned to service, all postponed maintenance tasks defined in the Aircraft Maintenance Programme, all component changes, AD’s, etc. and rectification or deferred complaints/open items overdue must be performed.

## Variations applied to maintenance task intervals

Variations may be made to certain maintenance task intervals of this programme, within the limits of the TC allowable variations.

The decision to vary any of the prescribed periods shall be taken by the MPAH. Particulars of these variations granted shall be entered into the appropriate technical records.

Variations shall not be used routinely to extend maintenance periods and shall be used exclusively for exceptional circumstances.

Variations shall not be applied to:

1. Airworthiness Limitations and Certification Maintenance Requirements
2. Life limits
3. Airworthiness Directives
4. Tasks which have been classified as mandatory by the TC/STC Holder

Variations allowed:

Insert table with allowable variations

## Escalations of maintenance task intervals

Opposed to variations, escalations are permanent increases to tasks intervals. As service experience is accumulated, task intervals (thresholds/ repeats) may be adjusted to reflect the results of actual in-service data.

MRBR task interval optimization is based on principles that reflect the criticality of

airplane systems, components, identified during MSG-3 analysis. Failure Effect Categories

should be accounted for during the analysis. Care should be taken regarding escalation of tasks with a MRB Failure Effect Category of 5 and 8.

Changes to AWL’s/ CMR’s, AD’s and other mandatory tasks require approval from the State of Type Certification.

The escalation of maintenance tasks must be substantiated and justified and approved by the Guernsey DCA.

Add a reference to substantiating data and justification of escalations:

Add references

# System and Powerplant Maintenance Requirements

Add System and Powerplant Maintenance Requirements and customize for aircraft/ engine type(s) and main serial number(s) applicable

# Structural Maintenance Requirements

Add Structural Maintenance Requirements and customize for aircraft/ engine type(s) and main serial number(s) applicable

# Zonal Inspections

Add Zonal Inspection Requirements and customize for aircraft/ engine type(s) and main serial number(s) applicable

# Airworthiness Limitations and Certification Maintenance Requirements

Add Airworthiness Limitations and Certification Maintenance Requirements and customize for aircraft/ engine type(s) and main serial number(s) applicable

Make sure the AWL’s/ CMR’s tasks can be identified as such.

# Component time limits

Add Component time limits

# Supplemental Structural Inspection Programme

Add Structural Inspection Programme

# Special Requirements

## Repetitive tasks from Airworthiness Directives (AD’s)

Add

## Repetitive tasks from Modifications

Add

## Repetitive tasks from Repairs

Add

## RVSM requirements

Add

## CVR/ FDR requirements

Add

## EDTO (CMP) requirements

Add