0B**Maintenance Programme**

Add Manufacturer + Type/ model

Add registration

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**LEP**

All pages of the AMP are issued at the same issue and revision, apart from those itemized in the box below.

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| **Date** | **Page No** | **Revision Status** | **Date**  | **Page No** | **Revision Status** |
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**Distribution List**

This Maintenance Programme is intended to be used as an e-document and is distributed in PDF format; The Original control document is held by the Maintenance Programme Holder.

The other copies listed below will be considered controlled copies and any revisions will be forwarded to each holder, as and when they are issued.

Holders are expected to only keep and use the current revision, whilst disposing of previous revisions.

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**Introduction**

Aircraft granted a Certificate of Airworthiness to the requirements of GAR Part 21 Subpart E shall be maintained in accordance with a maintenance programme approved by the Bailiwick of Guernsey DCA.

This template is to be used for “general aviation” aircraft below 2700kg.

The following paragraphs describe the philosophy, requirements and completion instructions for an AMP for aircraft below 2700kg.

**GAR 21 Certificate of Airworthiness and the “following TC concept”**

The “following TC concept” means that the certificate of airworthiness can be based on a type design approval from several jurisdictions; acceptable are type designs approved by the Federal Aviation Administration (FAA) of the United States, Transport Canada (TCCA), the European Aviation Safety Agency (EASA) or, for aircraft types designed and manufactured in Brazil, by Agência Nacional de Aviação Civil (ANAC) of Brazil by the issue of a type certificate.

**GAR 39 Aircraft Maintenance Programme requirements**

The maintenance programme shall be kept up to date with the relevant Design Approval Holder’s Instructions for Continuing Airworthiness and shall include details of the maintenance of the aircraft, engines, propellers, rotors, parts, components, appliances and emergency equipment items and the intervals at which these are to be performed, taking into account the anticipated utilization of the aircraft. The maintenance programme shall be at least equivalent to the Design Approval Holder’s scheduled maintenance requirements and, where described, shall reference the required inspection standards, practices and procedures. For details see GAR 39 Subpart C.

**Template completion instructions**

The template consists of 12 items to be completed and an appendix that shall contain all the individual maintenance tasks.

**General part of the AMP**

Complete the following items in the template:

1 Aircraft identification

2 Basis for Type Acceptance Certificate (TAC) “following TC concept”

3 TAC number

4 Basis of the AMP

5 Design Approval Holder Maintenance Data reference

6 Additional maintenance requirements

7 Escalations of maintenance tasks

8 Variations applied to maintenance tasks

9 Pilot-owner maintenance (optional but not allowed for commercial operations)

10 Anticipated utilization of the aircraft

11 Reviews and revision control of the aircraft maintenance programme

12 Declaration and approval of the aircraft maintenance programme

**Appendix of the AMP containing individual maintenance tasks**

Add all individual maintenance tasks to the AMP in the following order:

APPENDIX A - Design Approval Holder Maintenance Data – customized for aircraft type and serial number(s)

APPENDIX B - Additional maintenance requirements (applicable to all AMPs) - customized for aircraft type and serial number(s)

APPENDIX C – Escalated maintenance tasks

APPENDIX D – Pilot-owner maintenance tasks

**Completion and approval of the AMP**

After completing or updating the general part and adding the appendices with individual maintenance tasks please provide to the AMP a unique version number and/ or revision number and apply for approval with the Bailiwick of Guernsey.

**Definitions and Acronyms**

AD – Airworthiness Directive

ALI – Airworthiness Limitation Item

AMM – Aircraft Maintenance Manual

AMP – Aircraft Maintenance Programme

ANAC - Agência Nacional de Aviação

CMR – Certification Maintenance Requirement

CofA – Certificate of Airworthiness

DAH – Design Approval Holder

EASA – European Aviation Safety Agency

FAA – Federal Aviation Authority

FAR – Federal Airworthiness Requirements

GAR – Guernsey Aviation Requirements

ICA – Information for Continued Airworthiness

OEM – Original Equipment Manufacturer

TAC – Type Acceptance Certificate

TC – Type Certificate Holder

TCCA – Transport Canada

TCDS – Type Certificate Data Sheet

## Definition of terms

FOR EXAMPLE 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.

* 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.

* 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.

* 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.

* 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.

* 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.

* REPEAT INTERVAL:

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

* 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 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.

|  |
| --- |
| Aircraft Maintenance Programme **Category: aircraft <2700 kg**\*Customized maintenance schedules to be attached in appendices |
| Aircraft identification |
| 1 | Registration(s):Add | Type:Add | Serial No (s):Add |
| Basis for Type Acceptance Certificate (TAC) (GAR 21.25(a)(1)) “following TC concept” |
| 2 | Certification basis selected for aircraft ((R)TAC) (tick one option): |
| TAC (GAR 21.17(b)) |
| 3 | TAC number: Add |
| Basis of the AMP (GAR 39 Subpart C). All individual maintenance tasks (customized) including their frequency are listed in Appendix A |
| 4 | The AMP is based upon the following concept (tick one option):☐ Fully based on the TC-holders mandatory and recommended maintenance tasks☐ Fully based on the TC-holders mandatory maintenance tasks and partially based on the recommended maintenance tasks of the TC-holder, deviations to be listed in Appendix C |
| Design Approval Holder Maintenance Data reference (GAR 39.61(d)) All individual maintenance tasks (customized) including their frequency are listed in Appendix A |
| 5 (AMP source data) | Manufacturer and type | Applicable maintenance data reference and revision |
| 5a Aircraft | Add | Add |
| 5b Engine(s) | Add | Add |
| 5c Propeller(s) | Add | Add |
| Additional maintenance requirements (applicable to all AMPs) (GAR 39.61(h)) All following maintenance tasks (customized) including their frequency are listed in Appendix B and indicated as such |
| 6 | Indicate if the following additional maintenance requirements are applicable, if “yes”, they should be listed in Appendix B of this AMP and indicated as such |  |  |
| 6a | Modification ICAs | Yes  |
| 6b | Repair ICAs | Yes  |
| 6c | Mandatory continuing airworthiness information (ALIs, CMRs, specific requirements in the TCDS) | Yes  |
| 6d | Life limited components | Yes  |
| 6e | Maintenance related to repetitive Airworthiness Directives (ADs) | Yes |
| 6f | Maintenance related to specific operation/ airspace directives/ requirements (altimeter, compass, transponder etc. checks) (GAR 39.61(i)(9)) | Yes  |
| 6g | Maintenance related to the type of operation or to operational approvals such as Reduced Vertical Separation Minima (RVSM), Basic Area Navigation (B-NAV) (GAR 39.61(i)(9)) | Yes  |
| 6h | Maintenance related to specific structural maintenance programmes issued by the TC holder  | Yes |
| 6i | Indicate if there are any specific maintenance recommendations made in Service Bulletins, Service Letters, etc, if “yes”, they should be listed in Appendix B of this AMP, if “no”, they also should be listed in Appendix B with a clarification and/ or alternative | Yes |
| 6j | Critical maintenance tasks | TC-holder mandatory and recommended maintenance tasks have been reviewed and there are no applicable critical maintenance tasks identified.However any work on control systems (disturbances, assemblies or adjustments) shall be subject to Independent Inspection per GAR Part 43.111. |
| Escalations of maintenance tasks (GAR 39.61(i)(5)) |
| 7 | Indicate of there are any escalations of any maintenance task, if “yes”, they should be listed in Appendix A and C with a clarification and the alternative frequency | Yes |
| Variations applied to maintenance tasks (GAR 39.61(i)(6)) |
| 8 | Specify if there are any variations applied to maintenance tasks. Variations may not be applied cumulative (must be included in computing the next inspection) | Yes;Items controlled by flight hours:Items controlled by calender time:Items controlled by landing/ cycles: | No |
| Pilot-owner maintenance (optional but not allowed for commercial operations) |
| 9 | Does the pilot-owner perform pilot-owner maintenance, if “yes”, these tasks and deviations from these tasks should be listed in Appendix D | Yes, in accordance with GAR 43 Appendix A) | No |
| Anticipated utilization of the aircraft |
| 10 | The tasks in the AMP are normally based on anticipated utilization of the aircraft. To ensure effective maintenance the AMP should mention the limitations of the AMP and/ or a utilization window, wherein the aircraft must operate with a tolerance of not more than 25%. The window is normally given in the AMP source documents | Anticipated utilization;AddFlight Hours: AddCycles: AddLandings: Add |
| Reviews and revision control of the aircraft maintenance programme |
| 11 | Revision No: | Content of the revision: | Date and sign: |
|  | 0 Add |  |  |
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| Declaration and approval of the aircraft maintenance programme |
| 12a | The person or organization responsible for the continuing airworthiness of the aircraft hereby declares that this maintenance programme is applicable to the aircraft referred to in item 1 and takes full responsibility for its content and, for any deviations from the DAH recommendations | Name:AddDate:AddSign:Add |
| **APPENDIX A - Design Approval Holder Maintenance Data customized for aircraft type and serial number(s)** |
| Task No | Task Description | References | Interval |
| Add | Add | Add | Add |
| Add | Add | Add | Add |
| **APPENDIX B - Additional maintenance requirements (applicable to all AMPs) - customized for aircraft type and serial number(s)** |
| Task No | Task Description | References | Interval |
| Add | Add | Add | Add |
| Add | Add | Add | Add |
| **APPENDIX C – Escalated maintenance tasks** |
| Task  | Recommended interval | Adopted or not adopted | Alternative maintenance task | Amended interval |
| Add | Add | Add | Add | Add |
| Add | Add | Add | Add | Add |
| **APPENDIX D – Pilot-owner maintenance tasks** |
| Overview of the allowed pilot-owner maintenance tasks performed by the pilot-owner |
| Add |
| Overview of the allowed pilot-owner maintenance tasks not performed by the pilot-owner |
| Add |