

## 1. Purpose

- 1.1 This Advisory Pamphlet is intended to provide guidance in regards to the concept, contents, form and approval process of a Maintenance Program, in order to comply with the relevant Air Navigation Regulations.
- 1.2 The purpose of this advisory pamphlet is to assist air operators with a view to ensuring that Maintenance Programs submitted to the CAAI for approval have been developed in a standardized fashion, and include the elements required to ensure that the subject aircraft can be effectively maintained in an airworthy condition.
- 1.3 This Advisory pamphlet is relevant only to large airplanes (with Maximum Take-off Mass of over 5,700 Kg); however, air operators of small airplanes and helicopters may use some parts of this advisory pamphlet as guidance to the preparation of their Maintenance Program.

## 2. Introduction

- 2.1 A maintenance program is the source of scheduled inspections, relevant controls and supporting data. The Maintenance Program should always be active (subject to review and amendment) and utilized such as to enable effective maintenance to be carried out in a logical, concise, clear and controllable manner.
- 2.2 It is the responsibility of the CAAI to ensure that aircraft on Israeli register are effectively maintained in an airworthy condition.
- 2.3 The CAAI approval of the Maintenance Program provides a mechanism to record minimum standards of airworthiness that the air operator must comply with.
- 2.4 Some of the subject material in this advisory pamphlet may not be applicable to a particular aircraft. Caution should be exercised before assuming that a subject or a subpart of this advisory pamphlet is considered not applicable.
- 2.5 Acronyms used in this pamphlet:

ALI	Airworthiness Limitation Inspection
AMM	Aircraft maintenance manual
AWOPS	All Weather Operations
CDCCCL	Critical Design Configuration Control List
CPCP	Corrosion Prevention and Control Program
CMM	Component Maintenance Manual
CMR	Certification Maintenance Requirement
EDTO	Extended Diversion Time Operation
EMM	Engine Maintenance Manual
ETOPS	Extended Twin-engine Range Operations
EWIS	Electrical Wiring Interconnection System
HIRF	High Intensity Radiated Fields
LUMP	Low Utilization Maintenance Program
MNPS	Minimum Navigation Performance Specification

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MP	Maintenance Program
MPD	Maintenance Planning Document
MRB	Maintenance Review Board
MRBR	Maintenance Review Board Report
MSG	Maintenance Steering Group
OTAC	Overseas Territories Aviation Circular
RII	Required Inspection Items
SMP	Standard Maintenance Practices
STC	Supplemental Type Certificate
SSID	Supplemental Structural Inspection Document
TBO	Time Between Overhaul
TCH	Type Certificate Holder

### 3. Reference Material, Forms & Job-Aids

#### 3.1 Reference:

- 3.1.1 Regulations 131, 132, 140, 302, 344, 345, 348, 416, 418 and 420 of the Air Navigation Regulations (Operation of Aircraft and Rules of Flight), 1981
- 3.1.2 CAAI Advisory Pamphlets AP-2.4.313B, AP 2.4.314A, AP 2.4.317A, AP 2.4.318A
- 3.1.3 ICAO Annex 6 Part I Para. 8.3.1 and Annex 6, Part III, Section II, Para. 6.3.1
- 3.1.4 ICAO Doc 9824 - Human Factors Guidelines for Aircraft Maintenance Manual
- 3.1.5 Annex I to EC regulations 2042/2003 (Part M)
- 3.1.6 UK CAA Doc. OTAC 39-6 and Form SRG 1724 (Maintenance Program Checklist)

#### 3.2 Forms:

- 3.2.1 CAAI Form AWF-1.1.336A – Maintenance Program Approval;
- 3.2.2 CAAI Form AWF-1.1.336B – Maintenance Program Checklist \ Compliance List

### 4. Process

#### 4.1 Maintenance Program approval

- 4.1.1 Initial application for approval of a Maintenance Program should be made to the CAAI using a formal application reference (CAAI Form AWF-1.1.336A) in hard copy or in electronic format.
- 4.1.2 During the application process, the air operator shall indicate a suitable person(s) or organization, which is responsible for the initial and subsequent development and control of the maintenance program, including the responsibility to ensure that the maintenance program is suitably amended following regular and annual reviews.

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- 4.1.3 In order to facilitate the approval process of the maintenance program, the air operator is encouraged to use CAAI Form AWF-1.1.336B, as an attachment to the maintenance program.
- 4.1.4 On satisfactory completion of inspection, the CAAI will provide an approval, which may include conditions and/or limitations. The CAAI approval reference will be incorporated in the front section of the Maintenance Program.

#### 4.2 Maintenance Program presentation

- 4.2.1 The applicant shall attach to the application:
  - 4.2.1.1 The draft maintenance program required approval;
    - Note:** *The Maintenance Program can be submitted in hard copy or in electronic format.*
  - 4.2.1.2 Additional supporting documentation, such as the MPD, the MRB, AMM etc.
- 4.2.2 The Maintenance Program shall contain a preface, which shall include:
  - 4.2.2.1 Reference material on which the maintenance program was based;
  - 4.2.2.2 The process of its control; and
  - 4.2.2.3 Explanations of its contents.
- 4.2.3 Where the Maintenance Program relies on other published documentation, except those specified in the preface, references should be made to this documentation and, if required by the CAAI, copies of this supporting documentation shall be made available to the CAAI.
- 4.2.4 The maintenance program preface shall also include a reference to the manufacturer's Standard Maintenance Practices (SMP). Where the manufacturer has not adequately defined an SMP, the applicant should provide for acceptable standards derived from typical and relevant data. This material shall also be made available to the CAAI.
- 4.2.5 The person(s) or organization nominated as responsible to the maintenance program, as specified in Para. 4.1.2, shall have access to the MPD or Chapter 5 of the AMM, in order to ensure that any revisions made to those documents are received and the Maintenance Program is updated accordingly.
- 4.2.6 The maintenance program shall be prepared in a format that is readily understandable to maintenance personnel.

#### 4.3 Maintenance Program Applicability

- 4.3.1 The maintenance program may be applicable to more than one aircraft of the same type. The advantages of using the same maintenance program for more than one aircraft would be fleet optimization,

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reliability data gathering and balancing scheduled of maintenance tasks, such as the optimization of engine life.

In this case, each individually registered aircraft shall be listed on the maintenance program under its registration number.

- 4.3.2 If more than one aircraft of the same type is listed on a maintenance program, a comparison check between the different aircraft will be necessary. This may be recorded in a supplemental section of the Maintenance Program and utilized to identify the differences. The differences between the aircraft must be clearly identified in the Maintenance Program.

#### 4.4 Maintenance Program Amendments

- 4.4.1 Application for amendment of the maintenance program shall be done using form AWF 1.1.336A.
- 4.4.2 Applicable supporting information shall be supplied to the CAAI to assist in this process.
- 4.4.3 Amendments to the maintenance program shall not be incorporated in the maintenance program until approved by the CAAI.
- 4.4.4 When the Maintenance Program source documents (such as the MPD, MRB, Chapter 5 of the AMM etc.) are amended so as interval becomes more restrictive, or new tasks with short intervals have been introduced, air operators are required to amend their Maintenance Program within 30 days of receipt of the amendment. This can be done by temporary revision process. In all other cases, when Maintenance Program source documents revisions are issued, air operators are required to amend their Maintenance Program within 120 days of receipt of the amendment.

#### 4.5 Regular and annual reviews

- 4.5.1 The maintenance program shall be annually reviewed by the air operator. All supporting documents that have been referenced in the Maintenance Program shall be considered during the annual review.
- 4.5.2 For aircraft subject to reliability analysis, the Maintenance Program review should also be conducted at intervals commensurate with the reliability program.
- 4.5.3 Regular and annual reviews of the maintenance Program shall, as a minimum, include the following items:
- 4.5.3.1 Airworthiness Directives (ADs);
  - 4.5.3.2 Applicable evaluations of reliability analysis;
  - 4.5.3.3 Operational issues;
  - 4.5.3.4 Maintenance findings;
  - 4.5.3.5 Type Certificate holder's recommendations;

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- 4.5.3.6 Revisions to the MRB report and MPD, or Chapter 5 of the Maintenance Manual;
  - 4.5.3.7 Applicable Supplemental Type Certificate Holders' revisions to instructions for continued airworthiness;
  - 4.5.3.8 Aircraft utilization;
  - 4.5.3.9 Changes to aircraft operational utilization (such as type of operation and climatic conditions);
  - 4.5.3.10 Review of aircraft and equipment life limits;
  - 4.5.3.11 Review of Corrosion Prevention Control Program (CPCP) tasks and findings.
- 4.5.4 If the aircraft or its engines are not supported by a Reliability program, reviews of pilot reports (PIREPS), component removal, TBO, MEL usage and defect worksheets shall be undertaken.
- 4.5.5 It is the responsibility of the nominated person(s) or organization identified in Para. 4.1.2 to ensure that the items listed in Para. 4.5.3 and 4.5.4, as well as design changes (modifications and repairs) and any requirements deemed necessary by the CAAI, are evaluated for applicability.
- Once evaluated, suitable amendments to the Maintenance Program must be developed and approved.
- 4.5.6 The person(s) or organization responsible for the Maintenance Program shall maintain records of all applicable continued airworthiness information. Following a review of this information, records of technical justification supporting the amendment decisions for both inclusion and non-inclusion in the Maintenance Program shall be prepared and maintained accordingly.

## 5. Human performance

- 5.1 The air operator is responsible for ensuring that:
  - 5.1.1 The design of the maintenance program observes Human Factors principles; and
  - 5.1.2 The application of the maintenance program by the AMO observes Human Factors principles.
- 5.2 The design of the maintenance program shall have the following features:
  - 5.2.1 Task or job sequences which are likely to reduce the probability or effect of error in its application (for example, performing engine maintenance with different work teams or between different flights);
  - 5.2.2 Work packages which suit an operator's specific operation (for example, overnight packages); and

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5.2.3 Task or job cards or sheets which meet a standard for good document design.

5.3 The long-standing and widely accepted industry standards for aircraft maintenance technical manuals are those published by the Air Transport Association of America (ATA). Except as outlined below, the ATA recommendations are generally consistent with Human Factors principles:

5.3.1 The maximum number of levels of paragraph breakdown exceeds the maximum of three which is recommended as best Human Factors practice;

5.3.2 Capital letters are recommended for “caution” or “warning” text rather than lower case letters which are proven to be easier to read;

5.3.3 The policy recommendation to assume users are unfamiliar with the aircraft can result in too much detail being provided for experienced users; and

5.3.4 The only policy recommendation for writing is: “It should be written in clear, logical, easy-to-read style. ...” As a policy objective, this is ideal.

5.4 Consideration should be given to human performance, document format and user defined functions within the maintenance program such as:

5.4.1 Maintenance Planning: Data required to effectively producing maintenance inputs including the arrangement of inspections in a manner that avoids conflict of inspection/maintenance activities, typically known as task orientation.

5.4.2 Mandatory Inspection Tasks: Ensuring maintenance planning personnel have clear visibility of such tasks preventing any unauthorized escalation.

5.4.3 Required Reporting: Tasks associated with reporting such as Supplemental Structural Inspection Document are readily identified.

5.4.4 Critical Task Controls: Ensuring tasks that are critical in nature are planned and allocated in a segregated manner that prevents the possibility of multiple error maintenance. Required Inspection Items (RII), Extended Diversion Time Operation (EDTO), Critical Design Configuration Control List (CDCCL), and Electrical Wiring Interconnection System (EWIS) tasks clearly identified in the Maintenance Program and Task Card system.

5.4.5 Maintenance Resource Planning: Tasks requiring specialized tooling and or techniques are readily identified with reference to required resources.

## 6. Pre-Flight, Daily, Weekly or other inspections

6.1 Where applicable, the maintenance program includes details of all pre-flight maintenance tasks normally accomplished by maintenance personnel and not those included in the operations manual for action by the flight crew.

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6.2 In some cases, air operators may decide to add Daily, Weekly or any other inspections to the aircraft maintenance program, despite the fact that these inspections are not required of MRB (MPD) or Chapter 5 AMM requirements.

6.3 Pre-Flight, Daily, Weekly or any other inspections, which contain additional maintenance tasks not required by the MRB (MPD), should remain part of the maintenance program in order to control their effectiveness.

## 7. Maintenance Program content

7.1 Usually, a maintenance program consist of two parts:

7.1.1 **Part I** - Front, Preface or Introduction section, which contains the basic information required to be in the maintenance program preface.

*Note 1: The introduction section may be otherwise located in the beginning of all subsections.*

*Note 2: **Appendix A** contains the basic information required to be in the maintenance program preface, and identifies subject material that may be in the preface (Introduction) section of the maintenance program.*

*Note 3: **Appendixes B** contains samples of some excerpts from the preface (Introduction) section of a maintenance programs.*

7.1.2 **Part II** - Schedule or Program report section and the required documents used to perform the maintenance, which is consists of the following subsections:

7.1.2.1 System and powerplant inspections;

7.1.2.2 Structures inspections;

7.1.2.3 Zonal inspections;

7.1.2.4 High Intensity Radiated Fields (HIRF)/Lightning;

7.1.2.5 Corrosion Prevention and Control (CPCP); and

7.1.2.6 Airworthiness Limitations.

*Note: **Appendix C** contains samples of some Schedule or Program Report Section of the maintenance program, for different aircraft, including information (usually tables) from MRB (MPD), Chapter 5 (AMM), EMM, CMM, STC, SB and etc.*

7.2 For some type of aircraft, one of the subsections may include other subsections, and some subsections may not exist at all.

7.3 The airworthiness limitations subsections may consist the following:

7.3.1 Certification Maintenance Requirements (CMR);

7.3.2 Airworthiness Limitation Inspections (ALI) - Structures;

7.3.3 Fuel System Limitation Items (FSL); and

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#### 7.3.4 Life-Limited Items.

Nevertheless, some airworthiness limitations subsections may be different (e.g. Business aircraft).

#### 7.4 General directives:

7.4.1 Any repetitive instructions of continued airworthiness derived from modifications and repairs should also be incorporated into the approved Maintenance Program.

7.4.2 Mandatory tasks such as Certificate of Maintenance Requirements (CMR), which are identified as part of the type certification process, should be identified in the maintenance program in order that these requirements will not be subjected to unauthorized variations to the frequency of inspection (i.e. escalation).

7.4.3 Tasks frequencies should be clearly identified within the introductory parts of the maintenance program, from the 'A Check' or the 1st flight of the day, to major inspection periods/intervals, or different interval packages, from lower to higher.

7.4.4 Instructions from equipment manufacturers shall be integrated as scheduled requirements of the maintenance program.

7.4.5 Where a Supplemental Type Certificate has changed the configuration of the aircraft (e.g. cabin interior), the maintenance program should be updated according to the continuous airworthiness inspections section in the STC.

7.4.6 EWIS (Electrical Wiring Interconnection System) are the scheduled maintenance requirements in the system & powerplant and zonal sections, meant to identify certain design configuration features intended to preclude a fuel tank ignition source for the operational life of the airplane.

The requirements establish the basis for the enhanced zonal analysis procedure which may be found in FAA AC 25-27.

7.4.7 Critical Design Configuration Control Limitation (CDCCLs) are means of identifying certain design configuration features intended to preclude a fuel tank ignition source for the operational life of the airplane.

The part detailing fuel system limitation items contain CDCCLs that need special attention when any maintenance activity is performed in their areas.

## 8. Inspection standards

8.1 All significant terms and abbreviations used within the maintenance program to define each maintenance task shall be defined in accordance with the type certificate holder's definitions.



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- 8.2 The inspection standards applied to individual task inspections must meet the requirements of the type certificate holder's recommended standards and practices.
- 8.3 In the absence of specific manufacturer's guidance, refer to FAA AC 43-13-1A (Aircraft Inspection and Repair) or other approved data, as appropriate.
- 8.4 The maintenance program should include a paragraph describing in detail, mandatory items such as RII inspections (either at the main AMO supplier of the air operator or at another AMOs that may be unfamiliar with the format of RII inspection philosophy of the air operator).

## **9. Task cards**

- 9.1 Task Cards should be manageable, offer clear sections for correct certification (i.e. sign and stamp) and shall give clear instructions to maintenance personnel.
- 9.2 Important feature of the task cards are the references to other documents.
- 9.3 Where task cards contain actual maintenance instruction data, the document control system of the air operator must take into account updates of the appropriate maintenance data (such as AMM, CMM, SB etc.) and their reflection into the task cards.
- 9.4 In order to effectively mitigate critical tasks, the task cards should be formatted in such a manner that provides maintenance planners with appropriate indicators and data to make provisions for segregation, appropriate resources and task orientation.

## **10. Mandatory requirements**

- 10.1 The inclusion of repetitive Airworthiness Directives (AD) or Service Bulletins (SB) in the Maintenance Program should be considered to reduce the use of the 'Out of Phase' task management functions.
- 10.2 Fatigue lives limits and mandatory life limits, published by the manufacturer or by the CAAI, should be included in the Maintenance Program.
- 10.3 Fuel Tank System Safety is now a feature for many aircraft types. Mandatory requirements are now published with compliance times. The rectification actions are complex, involving many disciplines. The Maintenance Program should be amended accordingly ensuring that the appropriate continued airworthiness instructions are referred to.

## **11. Transfer an Aircraft between different Maintenance Programs**

- 11.1 When transferring an aircraft between different maintenance programs, the transfer should be carried out in a controlled manner which is also approved by the CAAI.

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11.2 A 'bridging check' should be determined and should form the basis of the technical justification required by the CAAI for its approval of the aircraft transfer.

A 'bridging check' is not in itself a maintenance package; it is the result of a detailed analysis of the transferred aircraft maintenance history in relation to the maintenance program the aircraft is to be placed under.

11.3 Records of any CPCP or SSID program should form part of the transfer analysis.

11.4 Typically, there may be some maintenance activity at the time of transfer; the amount will clearly be influenced by the current maintenance status of the subject aircraft and to the extent the maintenance program has been developed.

The immediate maintenance activities, the duration of the transition encompassing the scheduled maintenance activities and any variations, including escalations to inspection periods, should be determined.

11.5 Consideration should be given to reliability programs, if they exist, and any significant changes in operation.

## 12. Design changes

12.1 Approved modifications or repairs incorporated on an aircraft may also require special instructions for continued airworthiness. These requirements should be assessed and included in the Maintenance Program.

12.2 Significant structural changes may have an effect on structural programs that may not have been finalized at the time of incorporation. This may be due to a fatigue damage assessment that only affects the fatigue life limit from a total cycle/hour amount not yet achieved.

In such circumstances, it is important to ensure there is a special remark in the maintenance program, to ensure that before reaching the operational life limit, necessary material required to amend the structural program is obtained from the Supplemental Type Certificate holder.

## 13. Equipment carriage

13.1 The Air Navigation Regulations (Operation of Aircraft and Rules of Flight), 1981 details mandatory equipment requirements for certain types of aircraft operation, as per the specific operational type. With regard to the equipment fitted, and in order to conform to CAAI requirements, instructions for continued airworthiness for the specific equipment should be incorporated into the Maintenance Program.

13.2 Any other equipment carried, although not required by the regulations, should also have continued airworthiness instructions incorporated into the Maintenance Program.

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- 13.3 The installation modifications of additional equipment should identify any required continued airworthiness inspections. These may be in the form of suitable vendor manuals. In the absence of such instructions, suitable inspection techniques should be identified per paragraph 8.3.
- 13.4 Where the regulations require an aircraft to carry safety equipment, this equipment should be checked for serviceability at regular intervals. The equipment manufacturer should specify overhaul and life limit periods.
- 13.5 The maintenance program can make provision for fleet sampling of emergency equipment such as slide rafts. When sufficient operating aircraft allow for a fleet sampling program, CAAI agreement should be established for its introduction in line with information promulgated by the safety equipment manufacture.

## 14. Special operations

- 14.1 Special operational approvals granted by the CAAI, such as EDTO (former ETOPS), RVSM, PBN, MNPS etc. may involve additional equipment and changes to maintenance inspection requirements, frequencies, or tasks introduced by modification to the aircraft.
- 14.2 In order to satisfy the approval process of these special operations, the inspection tasks supporting the aircraft capability should be referenced in the Maintenance Program.

## 15. Weight and balance

- 15.1 An aircraft weighing schedule should be included in the Maintenance Program.
 

*Note:* Any permanent changes to the aircraft, either by modification or repair, that either adds or reduces weight, needs to be assessed, calculated and, if necessary, the aircraft weight records including the Weight and Balance Center of Gravity Schedule amended.
- 15.2 The aircraft should be weighed in accordance with the frequency and manner defined in accordance with Reg. 302 or Reg. 399 of the Air Navigation Regulations (Operation of Aircraft and Rules of Flight), 1981 and CAAI Advisory Pamphlet AP-1.4.020A.

## 16. Corrosion of Aircraft Structure and Supplemental Structural Inspection Document (SSID)

- 16.1 Corrosion Control programs (CPCP) require specific controls, procedures and reporting protocols. The Maintenance Program should provide details of specific requirements including clear instructions regarding the inspection tasks, in order for the maintenance planning to be able to resource the tasks appropriately.

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- 16.2 Where the manufacturer makes no specific reference to corrosion control programs, this should be taken into account when inspecting structure for condition. The assessment may require adjustment of maintenance program periods.
- 16.3 The application of corrosion inhibitors during maintenance may significantly improve the duration of the airframe.
- 16.4 In addition, supplemental inspections of selected structural details (SSID) should be performed to insure continued structural airworthiness of the fleet. The objectives of these inspections are to detect fatigue cracking in the fleet before cracking reaches critical length on any aircraft.

## 17. Environmental Considerations

- 17.1 Fuel systems are susceptible to microbiological growth in hot humid conditions and increased water content when the aircraft sits on the ground in hot humid climates. Fuel system water sampling tasks and fuel tank structural inspection may need to take into account the likelihood of microbiological contamination and corrosion.
- 17.2 Consideration should be given to routinely monitoring aircraft utilization and adverse weather conditions (i.e. salt laden atmosphere, high humidity, extreme heat etc). These considerations should include increasing maintenance inputs for cleaning, lubrication and inspection of protective finishes as an example.
- 17.3 There should be mitigations for the effects of operating aircraft on runways that have been categorized as rough surfaces. Manufacturer's recommendations such as service letters and maintenance requirements should be appropriately incorporated into the Maintenance Program.

Typical mitigations are increased lubrication frequencies of undercarriage components and fittings due to the possibility of increase in lubrication migration from bearing surfaces.

Where published data is not available, guidance should be sought from the aircraft manufacturer.

## 18. Additional Requirements

### 18.1 Flight recorder system

**Note: see Reg. 140, CAAI AP 2.4.313B and CAAI AP 2.4.314A**

- 18.1.1 For each installed CVR or FDR, arrangements for data acquisition and evaluation of recorded data should be established with a recognized playback facility.
- 18.1.2 The System of Maintenance should follow the aircraft manufacturer's recommendations; nevertheless, the CAAI requires annual checks for the FDRs and CVRs.

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- 18.1.3 Serviceability checks and calibration tests of flight data recorder and sensors should be performed every 5 years.
- 18.1.4 Accelerometers test for calibration should be accomplished as specified by the equipment manufacturer.
- 18.1.5 Serviceability of beacon and battery in ULB should be checked as specified by the equipment manufacturer.

**18.2 Aircraft battery capacity checks**

**Note: see CAAI AP 2.4.317A**

- 18.2.1 The aircraft batteries shall be maintained in accordance with the manufacturer's recommendations.
- 18.2.2 In the absence of such instructions, lead acid battery shall be maintained during periods not exceeding 3 months.

**18.3 Air data \ pitot static system and altimeter test and inspection**

**Note: see Reg. 140 and CAAI AP 2.4.315A**

According to Reg. 140(a), the pitot static system and the altimeter system should be inspected at periods not exceeding 24 months, in accordance with Appendix E of FAR 43. The Maintenance Program shall contained appropriate requirements.

**18.4 ATC Transponder test and indications**

**Note: see Reg. 140 and CAAI AP 2.4.318A**

According to Reg. 140(b), the ATC transponder should be inspected at periods not exceeding 24 months, in accordance with Appendix F of FAR 43. The Maintenance Program shall contained appropriate requirements.

**18.5 VOR accuracy check**

**Note: See Reg. 27**

According to Reg. 27(a), a VOR accuracy check should be performed according to the maintenance program and approved procedures, or the aircraft should undergo an operational check within the 30 days preceding the flight to be flown.

Such procedure should be incorporated as a special procedure in the maintenance program.

**19. Low utilization maintenance programs**

- 19.1 The maintenance planning document (MPD), prepared by the aircraft manufacturer, and is based on an "average" annual utilization usually being used in commercial operations.
- 19.2 The annual utilization should be defined by each air operators and listed in the front, preface or introduction section of the maintenance program.

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19.3 Providing the annual utilization is within the annual "average" (in other words, what the aircraft was designed for), there is no need for a Low Utilization Maintenance Program (LUMP).

19.4 Nevertheless, it is known that the utilization of certain aircraft is outside this annual "average" range.

19.5 Where it is expected or found that the actual aircraft annual utilization will be or is actually below the utilization which was determined by the Type Certificate holder, it should be considered as a design change.

In such circumstances, the air operator shall use the Type Certificate holder LUMP, suitable for the specific operation and environment.

19.6 When a LUMP is not already incorporated in the MPD, an air operator, shall consult the Type Certificate holder for the development of its Maintenance Program.

## 20. Permitted variations (Short Term Escalation) to maintenance periods

### 20.1 General

20.1.1 This sub-chapter provides guidance for the application of one-time short term escalation (permitted variation) procedures for aircraft, based on approved procedures contained in the air operator's Maintenance Control Manual (MCM) or Maintenance Program.

20.1.2 The air operator shall specify in its MCM or Maintenance Program the management personnel with escalation approval authority.

20.1.3 A one-time variation is an exceptional means to allow an air operator to continue to use the aircraft for a limited period of time until the required maintenance can be performed.

20.2 A permitted variation applies to a specific aircraft, for a specific occasion.

20.3 The instructions for continuing airworthiness from the Type Certificate holders should establish the criteria for the short term escalation. Only if the Type Certificate holder does not specify **any limitations** on one-time short term escalation, the limitations in this sub-chapter, as specified in paragraph 20.14 apply.

*Note: The Maintenance Program must specify which of the above is being used.*

20.4 A variation shall not be applied if there is evidence or reason to believe that it could endanger flight safety.

20.5 Variations should not be used routinely to extend maintenance periods in lieu of adequate pre-planning. Abuse of the variation permission may result in the withdrawal of this facility.

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20.6 **Cumulation of variations to hours intervals.** The application of variations will not result in the task being performed less often. After a variation has been applied, the maintenance task next due is calculated as if the last compliance was at the original due date (so without the variation being applied).

Example: A 100 hour inspection was originally due at 200 flight hours (hrs) TSN, but performed at 210 hrs TSN, with a variation of 10% applied. Next maintenance is then due at 200+100=300 hrs TSN.

20.7 **Cumulation of variations to calendar time intervals.** When an aircraft is grounded, maintenance tasks controlled by calendar time other than parking or storage maintenance tasks may be accepted to be overdue. After performance of the maintenance task before flight, the next due may then be calculated from this last performance of the maintenance task.

Example: An aircraft is grounded for a major repair for 8 months, from 1 February till 1 October. The Maintenance Program specifies a 3 monthly inspection. This inspection is performed only once during the ground time, on 30 September. The inspection is next due at 30 December

20.8 A short term escalation should only be used after carefully analyzing the history of the aircraft and its components.

20.9 A review of the proposed escalation should include:

20.9.1 Previous inspections results;

20.9.2 Supplemental/additional inspections (sampling inspections as specified in guidance materials - AC, Policy Letter (PL) etc.) that may be needed to ensure continued airworthiness during the escalation.

20.10 One-time variations may not be applied to:

20.10.1 Intervals specified by a CAAI Airworthiness Directive;

20.10.2 Airworthiness limitation Items;

20.10.3 Life limitations specified by TCDS;

20.10.4 Tasks derived from a MRB/MPD based on MSG-3 analysis and with a Failure Effect Category (FEC) of 5 ('Evidence Safety Effect') and 8 ('Hidden Safety Effect');

20.10.5 Certification Maintenance Requirements (CMR);

20.10.6 ETOPS (EDTO) related tasks;

20.10.7 Structural sampling periods imposed by MRB;

20.10.8 Limitations specified by MEL or CDL;

20.10.9 A task which is identified in the fuel system airworthiness limitations or Critical Design Configuration Control List (CDCCL).

20.11 A permitted variation may only be granted by the CAAI, unless it has been agreed to delegate such responsibility to the air operator. In that

case, the air operator shall inform the CAAI of each variation within 48 hours, unless the CAAI otherwise agrees to receive such information through monthly reports etc.

- 20.12 An air operator delegated with the permission to perform a variation shall review at least once a year the implementation of the permission and the number of variations performed, and shall advise the CAAI of the results. If the number of variations appears to be too high or not to be in compliance with this procedure, the CAAI may decide to withdraw the delegation or to vary the conditions of the delegation.
- 20.13 An application to the CAAI to approve a variation should at least include the following information:
- 20.13.1 Aircraft identification, by registration marks.
  - 20.13.2 Identification of the tasks to which the permitted variation is requested.
  - 20.13.3 Justification of the need for such a variation.
  - 20.13.4 Proposed extension (flight hours, cycles, etc.).
  - 20.13.5 Details of the previous inspection (by flight hours, cycles, inspection results analysis etc.)
  - 20.13.6 A declaration that the variation does not affect any items or tasks listed in Para. 20.9 above.
  - 20.13.7 Compensation tasks (i.e. additional maintenance tasks undertaken to be performed before the new proposed limit), if applicable.
- 20.14 Inspection periods may be varied in accordance with the Inspection Planning Variations – Extensions tables, as follows:
- 20.14.1 For large airplanes, the maximum variation of a prescribed frequency is indicated below:

<b>PERIOD</b>	<b>MAXIMUM VARIATION</b>
<b><i>Items controlled by flying hours</i></b>	
5,000 flying hours or less	10%
More than 5,000 flying hours	500 flying hours
<b><i>Items controlled by calendar time (*)</i></b>	
One year or less	The lesser of 10% or one month
More than 1 year but less than 3 years	The lesser of 10% or 2 Months
More than 3 years	3 Months
<b><i>Items controlled by cycles or landings</i></b>	



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500 cycles/landings or less	The lesser of 10% or 25 cycles/landings
More than 500 cycles/landings	The lesser of 10% or 50 cycles/landings

(\* ) *Note: one time variation of items controlled by calendar time shall be limited to 500 flight hours.*

20.14.2 For helicopters the maximum variation of a prescribed frequency is indicated below:

<b>PERIOD</b>	<b>MAXIMUM VARIATION</b>
<b><i>Items controlled by flying hours</i></b>	
50 hour and 100 hour	10%
<b><i>Items controlled by calendar time</i></b>	
6 months	15 days
Annual	None

20.14.3 In the case of inspections tracked by more than one interval (ex: flight hours and cycles, months and flight hours, etc.), permitted variations are non-cumulative and inspection will be due at the first limit reached.

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## APPENDIX A

### MAINTENANCE PROGRAM PREFACE

#### 1. General requirements

***The maintenance program should contain the following basic information:***

- 1.1 The type/model and registration number of the aircraft, engines and, where applicable, auxiliary power units and propellers.
- 1.2 The name and address of the owner or the air operator.
- 1.3 The Maintenance Program references (including document basis and source documentation), the date of revision and revision number of the approved maintenance program and its references.
- 1.4 A statement signed by the owner or the air operator to the effect that:
  - 1.4.1 The specified aircraft will be maintained according to the maintenance program; and
  - 1.4.2 The program will be reviewed and updated as required; and
  - 1.4.3 Practices and procedures to satisfy the maintenance program will be to the standards specified in the TC holder's Maintenance Instructions. In the case of approved practices and procedures that differ, the statement should refer to them.
- 1.5 Contents/list of effective pages / revision status of the document, and highlights of the program changes.
- 1.6 Check periods, which reflect the anticipated utilization of the aircraft. Such utilization should be stated and include a tolerance of not more than 25%. Where utilization cannot be anticipated, calendar time limits of the maintenance tasks should also be included.
- 1.7 Provision to record the date and reference of approved amendments incorporated in the maintenance program.
- 1.8 Details of pre-flight maintenance tasks that are accomplished by maintenance staff.
- 1.9 The tasks and the periods (intervals/frequencies) at which each part of the aircraft, engines, APUs, propellers, components, accessories, equipment, instruments, electrical and radio apparatus, together with the associated systems and installations should be inspected. This should include the type and degree of inspection required.
- 1.10 The periods at which components should be checked, cleaned, lubricated, replenished, adjusted and tested.
- 1.11 If applicable, details of ageing aircraft system requirements together with any specified sampling programs.
- 1.12 If applicable and where issued by the type certificate holder, details of specific structural maintenance programs, including but not limited to:

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- a. Maintenance of structural Integrity by damage Tolerance and Supplemental Structural Inspection Programs (SSID);
- b. Structural maintenance programs resulting from the SB review performed by the TC holder;
- c. Corrosion prevention and control;
- d. Repair Assessment;
- e. Widespread Fatigue Damage.

1.13 If applicable, details of Critical Design Configuration Control Limitations, together with appropriate procedures.

1.14 If applicable, a statement of the limit of validity in terms of total flight cycles/calendar date/flight hours for the structural program in 1.12.

1.15 The periods at which overhauls and/or replacements by new or overhauled components should be made.

1.16 A cross-reference to other documents approved by the CAAI which contain the details of maintenance tasks related to mandatory life limitations, Certification Maintenance Requirements (CMRs) and ADs.

**Note:** To prevent inadvertent variations to such tasks or intervals, these items should not be included in the main portion of the maintenance program document, or any planning control system, without specific identification of their mandatory status.

1.17 Details of, or cross-reference to, any required reliability program or statistical methods of continuous Surveillance.

1.18 Each maintenance task quoted should be defined in a definition section of the program.

## 2. Maintenance Program basis

2.1 The Maintenance Program is usually based upon the MRB report, the TC holder's Maintenance Planning Document (MPD) or Chapter 5 of the maintenance manual (the manufacturer's recommended maintenance program).

The structure and format of these maintenance recommendations may be **rewritten** by the air operator to better suit the operation and control of the maintenance program.

2.2 For a newly type-certificated aircraft for which no previously approved maintenance program exists it will be necessary for the air operator to comprehensively appraise the manufacturer's recommendations (and the MRB report where applicable), together with other airworthiness information, in order to produce a realistic maintenance program for approval.

2.3 For existing aircraft types the air operator can make comparisons with previously approved maintenance programs of other air operators;

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however it should not be assumed that a previously approved maintenance program for one air operator is automatically approved for another.

An evaluation should be made of the aircraft utilization, flight hours, cycles/landings, equipment fit and, in particular, the experience of the air operator when assessing an existing program.

Where the CAAI considers the proposed Maintenance Program as not acceptable in its current form, the authority should request appropriate changes such as additional maintenance tasks or de-escalation of check frequencies as necessary.

#### 2.4 Critical Design Configuration Limitation (CDCCL)

If CDCCL have been identified for the aircraft type by the TC holder, maintenance instructions should be developed.

### 3. Amendments

Amendments (revisions) to the approved maintenance program should be made by the air operator, to reflect changes in the TC holder's recommendations, modifications, service experience, or as required by the CAAI.

### 4. Permitted variations to maintenance periods

The air operator may only vary the periods prescribed by the program with the approval of the CAAI or through a procedure developed in its MCM or the maintenance program and approved by the CAAI.

### 5. Periodic review of the maintenance program contents

The air operator's approved maintenance program should be subjected to periodic review to ensure that it reflect the current TC holder's recommendations, revisions to the MRB report if applicable, mandatory requirements, specific maintenance needs of the aircraft and CAAI requirements.

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**APPENDIX B  
MAINTENANCE PROGRAM PREFACE SAMPLES**

# **CESSNA S550**

## **MAINTENANCE PROGRAM (MP)**

*PUBLISHED BY:  
ISRAEL Airlines LTD.  
Golan House, Airport City*

BOOK NO

DOCUMENT REFERENCE: AMP-801

REVISION NO: 0

REVISION DATE: 14-June-2013

**1. GENERAL**

1.1 This Maintenance Program is applicable to the following:

Aircraft Type/Model: \_\_\_\_\_

Nationality and Registration marks: \_\_\_\_\_

Engine(s) Type: \_\_\_\_\_ Part No.: \_\_\_\_\_

\* APU Type: \_\_\_\_\_ Part No.: \_\_\_\_\_

\* Propeller Type: \_\_\_\_\_ Part No.: \_\_\_\_\_

**1.2 AIR OPERATOR NAME AND ADDRESS**

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

1.3 The document reference, the revision number and the date of current revision of the approved maintenance program:

	<b>Reference</b>	<b>Revision Number</b>	<b>Date</b>
Airframe	_____	_____	_____

\*1.3.1 This Maintenance Program is derived from Maintenance Review Board Report:

	<b>Reference</b>	<b>Revision Number</b>	<b>Date</b>
Airframe	_____	_____	_____
Engine	_____	_____	_____
*APU	_____	_____	_____
*Propeller	_____	_____	_____

\*1.3.2 This Maintenance Program is based on the Type Certificate holder's maintenance recommendations (MPD, or Maintenance Manual) as follows:

	<b>TC Holder's Reference</b>	<b>Revision Number</b>	<b>Date</b>
Airframe	_____	_____	_____
Engine	_____	_____	_____
*APU	_____	_____	_____
*Propeller	_____	_____	_____

\* If applicable

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#### 1.4 AIR OPERATOR'S STATEMENT

The Maintenance Program is approved by the undersigned and must be complied with, as applicable, in order to ensure that all maintenance is carried out on time and to an approved standards and that the program is reviewed and updated as required.

This Maintenance Program lists the tasks and identifies the practices and procedures specified by the applicable Type Certificate Holder(s), which form the basis for the scheduled maintenance of the aircraft.

The provisions of this maintenance program does not prevent the necessity for complying with any new or amended regulation(s) published by the CAAI from time to time, where these new or amended regulations may override elements of this program

The data contained in this program will be reviewed for continued validity at least annually to insure that it reflect the current Type Certificate Holder(s) recommendations and operating experience, as well as the CAAI requirements.

It is understood that the CAAI reserves the right to suspend, vary or cancel the approval of the Maintenance Program if the CAAI has objective evidence that the requirements of the Maintenance Program are not being followed or required standards of airworthiness are not being maintained

Name: \_\_\_\_\_ Position: \_\_\_\_\_

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

1.5 Contents/list of effective pages/Highlights of changes and their revision status of the document

Table of Contents		
No.	Subject	Page

List of Effective Pages			
Subject	Page	Rev.	Date

Record of Revisions			
Rev. No.	Issue Date	Date Entered	By

Record of Temporary Revisions					
Rev. No.	Issue Date	Date Entered	By	Date Removed	By

1.6 The periods and frequencies of the maintenance tasks and inspections in this Program are based on an annual utilization of \_\_\_\_\_ (Flying hours).

An annual review will be conducted in order to determine that this figure remains within plus or minus 25% of that figure.

Significant deviations should be discussed with the TC Holder to see how tasks may need to be changed.

1.7 Approved incorporated amendments

Revision number	Date entered	By	Revision highlights



1.8 Pre-flight, Daily, Weekly or any other additional inspections

General description of the Pre-flight, daily, weekly inspections policies, including time to be accomplished, responsibilities of performance, background and sources etc.

1.9 Maintenance tasks and periods

The maintenance packages included in this Maintenance Program are listed below. The inspections must be completed within the listed flight hours, flight cycles and/or days limit, whichever comes first, and repeated at the same intervals unless stated otherwise.

INSPECTION/CHECK	Period
Home Base Pre-Departure Check	Before each flight departure from Home Base Station
48 HR Check	To be performed at each 48 HR
Routine	Tasks with intervals of 120 Flight hours and/or 14 Days
Intermediate 1	Once every 600 flight hours
Intermediate 2	Once every 1200 flight hours
.....	.....
Basic 1	Once every 6000 flight hours
.....	.....
.....	.....

Non routine inspection tasks

Non-routine inspections are those that do not fit into the maintenance package interval. For each non-routine inspection an individual interval is applicable. The applicable interval is specified in the computerized system.

1.10 Component maintenance tasks and periods

.....

1.11 Ageing aircraft requirements and sampling program (if applicable)

.....

1.12 Specific structural maintenance programs (if applicable)

The structural maintenance program is designed to provide timely detection and repair of structural damage which may occur. Detection of corrosion, stress corrosion, minor accidental damage and fatigue cracking by visual and/or NDT procedures considered.

The CPCP contains the list of requirements selected from the Structures MSG-3 analysis in accordance with specific criteria described in the MRB-1928 SECTION 5. The maintenance requirements are categorized by task types, as established in the MSG-3 analysis.

.....

.....

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1.13 Critical Design Configuration Control List ( if applicable)

A CDCCL is a means to identify certain design configuration features intended to prevent a fuel tank ignition source for the operational life of the airplane.....

1.14 Statement of the limit of validity (if applicable)

There is no time limit effective for the validity of the structural program as specified in...

1.15 Overhauls and/or replacements

.....

1.16 Mandatory items (life limit/ CMR/ AD/ operational requirements)

This paragraph lists the mandatory requirements as a result of:

- 1) Mandatory life limitations
- 2) Certification Maintenance Requirements
- 3) Airworthiness directives
- 4) Operational requirements with a continuing airworthiness impact.

1.16.1 Mandatory life limitations

Mandatory life limitations are specified in the MPD section 9. See paragraph \_\_\_\_\_ for more information.

1.16.2 Certification Maintenance Requirements

See paragraph \_\_\_\_\_ of this Maintenance Program for details.

1.16.3 Airworthiness directives

See paragraph \_\_\_\_\_ of this Maintenance Program for details.

1.16.4 Operational requirements with a continuing airworthiness impact

Operating rules as a result of operational requirements with a continuing airworthiness impact applicable for this Maintenance Program, such as: EDTO, RVSM, CAT II/III, MNPS, \_\_\_\_\_

1.17 Reliability program

A description of the reliability program ....

1.18 Definitions of the Maintenance Program.

All task definitions in this Maintenance Program are based on definitions and operational notes as included in the MPD.

These definitions are listed in APPENDIX \_\_\_\_\_

General Visual Inspection: A visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity ...

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Detailed inspection: An intensive visual examination of a specific structural area ...

Special detailed inspection: An intensive examination of a specific item(s) ...

## 2. MAINTENANCE PROGRAM BASIS.

The Maintenance program is based on the TC and STC holder’s maintenance instructions. The instructions are issued as per the manuals listed in paragraph 1.3 of the Maintenance Program ...

MRB report

The MRB report outlines the initial minimum maintenance requirements for an approved maintenance program. The MRB requirements have been developed using the MSG-3 revision.

All the MRB items are included in the MPD

MPD report

The MPD is a manufacturer document and includes the MRB report. Furthermore, the MPD includes additional manufacture maintenance recommendations and all procedures and guidelines to incorporated the minimum recommended maintenance program into the operator specific maintenance program.....

Certification Maintenance Requirements

A CMR is a required periodic task, established during the design certification of the aircraft as an operating limitation of the type certificate. CMR tasks are identified whenever system probabilities and failure effects are not expected to fall within an acceptable range without a periodic maintenance requirement.....

Airworthiness Limitation

.....,

Manufacturer / vendor / STC data

.....,

Air operator requirements

.....,

CAA requirements

.....,

Airworthiness Directives

.....,

### 3. AMENDMENTS

The procedure to amend the MP is based on \_\_\_\_\_ as specified in MCM/ MPM.

Revisions are published as re-issues and approved by the CAAI as applicable.

A fixed revision is issued:

- After each MPD revision
- After a major change of the
- .....

Temporary revisions

Amendments that are immediately effective shall be issued as Temporary revisions (in yellow color). The next re-issue thereafter shall incorporate all Temporary revisions issued in the previous period

.....

Requirement	Review source	Review period
TC holder's recommendations	MPD, CMR and AWL	Annually
STC holder's recommendations	As applicable	Annually
MRBR	As per the MPD	Annually
Mandatory or authority requirements	AD, CAAI regulations	After publication
Anticipated utilization to the actual utilization	paragraph 1.6 of this MP	Annually

### 4. PERMITTED VARIATION TO MAINTENANCE PERIODS

.....

### 5. PERIODIC REVIEW OF MAINTENANCE PROGRAM CONTENTS

This Maintenance Program is reviewed annually, unless specified otherwise, to ensure that the below listed information is included in the program

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**APPENDIX C**  
**MAINTENANCE PROGRAM REPORT SAMPLES**

**Maintenance Program Report**  
**AMP-801-MRI**

*PUBLISHED BY:*  
*ISRAEL Airlines LTD.*  
*Golan House, Airport City*

<b>AP-1.1.336A</b>	 <b>CAAIXJT</b>	<b>AW Inspector Handbook</b>
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**EMBRAER 195:**

MRBR Task Number	Type Category	Title Description	Applicability	Interval
21 21-27-03-001C	OPC ONE STAR	FORWARD CARGO COMPARTMENT CHECK VALVE. Operational Check of Fwd. Cargo Compartment Check Valve	ALL	400 FH
.....	.....	.....	.....	.....

**GULFSTREAM GIV:**

AMM Ref.	Title Description	CMP Ref	Scheduled Interval
21-00-00	Display Unit Fan Filters – Inspection (MRB 21-26-00-01)	21-22-00	1A
.....	.....	.....	.....

**CHALLENGER 604:**

MSG-3 Number	Chapter 5 Task No	AMTOSS/NDT No	Task Title	Task Interval
243000-201	24-30-00-201	24-31-01-710-802	Operational Test of the Transformer Rectifier Unit (TRU) Fan	400 H
.....	.....	.....	.....	.....

**ATR-72:**

TASK REFERENCE	ZONE	DESCRIPTION	THRESHOLD INTERVAL	JOB PROCEDURE
717000-DVI-10000-1 (LUR : I=3MO) (MRBR : 717000-01)	470 480	DRAIN MAST CHECK DRAIN MAST FOR CLOGGING	I: A	JIC: 717160-CLN-10010
.....	.....	.....	.....	.....

**BOEING 737-700/800**

MPD ITEM NUMBER	CAT	TASK	SKILL	INTERVAL		ZONE	TASK DESCRIPTION	APPLICABILITY
				THRES.	REPEAT			
20-330-00		RST	SUPV	18000 PC 6 YR NOTE	18000 PC 6 YR NOTE	121 122	Restore (Clean) areas behind ceiling and sidewalls in the Forward Cargo Compartment (EZAP)	All
.....	.....	.....	.....	.....	.....	.....	.....	.....