Maintenance Programme

For

G-XXXX

Aircraft Type:_____

Approved Programme Ref:		
Date Approved:		
CAMO/Owner Name :		Signature:

Aircraft Applicability List

This aircraft Maintenance Programme is applicable to the following aircraft:

Registration:	G-XXX	G-XXX	G-XXX

Serial No:	XXXX		

Engine Type:	XXXX		

Propeller Type:	XXXX		

The references for source data used in producing the maintenance programme should be listed below in Table 1, this should include the type certificate holder (airframe/engine/propeller), any modifications including Service Bulletins and STC's, plus data for components.

Where an owner/operator/CAMO has taken the decision to refer to the source document rather than include copies of the relevant text in the maintenance programme these should be identified in Table 2 below.

Table 1 Maintenance programme Source Data

Aircraft Registration(s):	Document Reference & revision	
Title	Chapter	Revision Status
Aircraft:		
Insert as many lines as needed		
Engine:		
Insert as many lines as needed		
Propeller:		
Insert as many lines as needed		
Components:		
Insert as many lines as needed		

Table 2 Source Data Reference

Title	Reference	Revision Status
Basic maintenance Programme:		
Insert as many lines as needed		

Maintenance Programme Customisation Compliance and Approval
To be completed and submitted to the CAA

Aircraft Manufacturer: Aircraft Type/Model: Serial Number: Registration: Approval Reference:	
List references to the used: Source documents for Maintenance Program from Type certificate / STC / ETSO holders in **Table 1.**	Yes ☐
List and/or refer to list of details of: a) Basic Maintenance Program from Type certificate / STC / ETSO holders referenced in **Table 2.** **Or,** b) Tasks should be listed in **Chapter 2**	a) ☐ b) ☐
Life limited and Time Limited Tasks: Are there any Life Limited, Hard Time Items? These must be stated and specified in **Chapter 3**.	Yes ☐ No ☐
Repetitive Airworthiness directives (AD's): Are there any applicable AD's (State of Design, EASA or State of Registry) which are repetitive? Are there any applicable mandatory National requirements e.g. GR's? These must be stated and specified in **Chapter 4**.	Yes ☐ No ☐
Additional Maintenance Programs and/or changes to Maintenance Instructions: Are there any additional Maintenance Programs, such as, Aging Aircraft program, Structure Maintenance program? These instructions must be listed and specified in **Chapter 5**.	Yes ☐ No ☐
Variations/Deviations from Type Certificate: Are there any additional Maintenance on the aircraft due to equipment or alterations "Supplementary Type Certificate" (STC), or any other data deviating from the Type Certificate? These variations must be stated and specified in **Chapter 5**.	Yes ☐ No ☐
Repairs: Are there any tasks, such as inspections and / or any additional Maintenance Program related to repairs performed on the aircraft? These repairs must be stated and specified in **Chapter 4**.	Yes ☐ No ☐
Additional Maintenance Procedures (Operational): Are there any additional Maintenance Procedures related to the type of operation, including pre-flight inspection or procedures if applicable? These procedures must be listed and specified in **Chapter 6.**	Yes ☐ No ☐
Additional recurrent inspections: Are there any recurrent inspections other than stated in the basic maintenance documents? Recurrent SB, SL or other requirements stated by CAA must be stated in **Chapter 5**.	Yes ☐ No ☐
National (UK) Requirements Are there any national requirements (such as airspeed/altimeter checks, compass swing etc.)? These requirements must be listed in **Chapter 6.**	Yes ☐ No ☐
Deviations from maintenance on engines, propellers and components: Are there any deviations to the Type Certificate holders recommended time between overhaul (TBO) / Engine TBO extension? Reference to relevant document and method of compliance must be recorded in **Chapter 8** with supporting justification.	Yes ☐ No ☐

Maintenance performed by Pilot/Owner (Only applicable for privately operated non-complex aircraft of 2730 kg MTOM and below, sailplane, powered sailplane or balloon.): Pilot/Owner Maintenance (Ref. Part M, Appendix VIII and related AMC) tasks must be identified in the maintenance programme. The name(s), of the Pilot/Owner performing approved Pilot/owner maintenance tasks, must be listed in **Chapter 7.**	Yes ☐ No ☐
Maintenance Check Cycles The check cycle periodicities should be added to the table in **Chapter 2**. They should exactly reflect those recommended by the relevant TCH/vendor/OEM.	Yes ☐ No ☐

To be completed by the CAA (*if the CAMO does not have indirect approval according to M.A. 302 (c)*):
This Aircraft Maintenance Program is approved according to Regulation (EC) No. 2042/2003 Part M, M.B.301 by:

CAA Name & Signature: **Date:** **Stamp:**

To be completed by CAMO with indirect approval according to M.A. 302 (c):
This Aircraft Maintenance Program is approved by:

CAMO Name & Signature:

Date: **Stamp:**

Chapter 0

General

Distribution List

Copy No. 1	UK CAA Aviation Authority (Pages 3 & 4 only)
Copy No 2.	*Owner/Operator (State Name)*
Copy No 3.	*Maintenance Provider (State Company Name or Individual)*
Copy No 4.	*Required if Managed by a Sub Part G*

Record of Amendments

Revision No	Date Issued	Amended By	Amendment Date
Issue 1 Rev 0			

History of Change

Revision No	Date Issued	Description of Change

Chapter 1

Owner / Operator / Sub Part G Organisation Certification Statement

Owner / Operator / Sub Part G Organisation Certification Statement
(Delete as appropriate)

The undersigned undertakes to ensure that the aeroplane will continue to be maintained in accordance with this approved maintenance programme. It is understood that non compliance with any of the responsibilities and standards will invalidate the Certificate of Airworthiness.

When preparing this Programme to meet the requirements of Part M, recommendations made by the airframe, engine and equipment type certificate holders and any supplementary type certificate holder's have been evaluated and where appropriate have been incorporated.

Where there is conflict between the airframe, engine and equipment type certificate or supplementary type certificate holder's recommendations and this maintenance programme then the former shall take precedence.

The owner/operator/Subpart G organisation will maintain a UK CAA approved airframe, engine and where necessary a propeller log book, which will be customised by completing the required continued airworthiness and maintenance details.

In accordance with Part M.A.302(g), the data contained in the Programme will be reviewed annually for continued validity.

It is accepted that this Programme does not prevent the necessity for complying with any new or amended regulation published by EASA, or the UK CAA where these new or amended regulations may override elements of this Programme.

Name: _____

Address: _____

Position: _____

Signed: _____ Date:

For and on behalf of the owner/operator/Part M Subpart G organisation:
(Delete as appropriate)

Note: Reference should be made to Part M, M.A.201(a) and (b) for the owner/operator responsibilities.

The Maintenance Check Cycle

Task	Content	Frequency	Reference Document
Pilot pre-flight	Refer to aeroplane flight manual	Prior to every flight	
Check X			
XX hour check	XX hour check items		
XX hour check			

Consideration should be given for the expected utilisation of the aircraft
i.e. the use of calendar limitations as an alternative to Hrs/Cycles for low utilisation

Permitted Variations

Permitted Variations are applicable only to those items as listed in chapter 2 *"Scheduled Tasks"* and does not apply to "manufacturer's special instructions"

Tasks controlled by flying hours	**Maximum Variation**
50 Hours and 150 Hours	10%
Tasks controlled by calendar time	**Maximum Variation**
6 Months	15 Days
Annual	1 month

1 Permitted variation for tasks controlled by flying hours should not be understood to be a maintenance planning tool, but as an exceptional means to allow the operator to fly for a limited period of time until the required check is performed.

2 Permitted variations may not be applied to Airworthiness Directives, CAA Generic Requirements, airworthiness life limitations or overhaul and test periods.

3 The more restrictive limit shall be applied for tasks controlled by both flying hours and calendar time.

4 Any application of a permitted variation to the maintenance check cycle period must be recorded in the appropriate log book(s) together with the reason for the variation, by a person who is authorised to sign the log book entry for that particular check. Details of the permitted variation must be made visible to the pilot.

5 Permitted variations are not required to be deducted from the next scheduled check

6 Variations <u>are not</u> permitted to items listed in Chapter 5 *"Manufacturers Special instructions"* unless expressly permitted by the manufacturer.

Chapter 2

Scheduled Tasks

Sample tables

The following table is provided for use where data is not provided in a tabulated, “easy to use” format.

Scheduled Tasks

Task No.	Task Description	Pilot Task Y/N	Task Interval	Performed	Inspected

Chapter 3

Life Limited Items
and
Time Limited Tasks

Note: No variation or escalation is allowed on components for which an ultimate (scrap) or Retirement life or an Overhaul limit has been prescribed.

Sample tables

The following table is provided for use where data is not provided in a tabulated, “easy to use” format.

Life Limited Items and Time Limited Tasks

Description	Type	Part No	Overhaul Life	Scrap Life

Chapter 4

Repetitive Inspections

(AD's and other Mandatory Requirements)

Sample tables

The following table is provided for use where data is not provided in a tabulated, "easy to use" format.

Repetitive Inspections

Task No.	Task Description	Task Code	Task Interval	Performed	Inspected

Chapter 5

Manufacturer Special Instructions

Sample tables

The following table is provided for use where data is not provided in a tabulated, “easy to use” format.

Manufacturer Special Instructions

Item No	Manufacturer’s Reference Document	Task to be performed	Frequency

Chapter 6

Specific or Additional Operational Tasks

(Banner towing, CAT etc.)

Sample tables

The following table is provided for use where data is not provided in a tabulated, “easy to use” format.

Specific or Additional Operational Tasks

Item No	Originating Reference/Document	Task to be performed	Frequency

Chapter 7

Limited Pilot-Owner Maintenance Tasks

NOTE :- A Pilot – Owner shall only certify for tasks listed in this chapter which relate to them by name– *Limited Pilot Owner Maintenance Tasks (chapter 7).*

Limited Pilot-Owner Maintenance Task;

All Limited Pilot Owner Maintenance Tasks shall be associated with a named Pilot-Owner and Scheduled Tasks are identified in Chapter 2, for example; by the letter 'P' in the 'Pilot Task Column.

Note: The tasks which are identified by ** shall exclude IFR operations following Pilot / Owner Maintenance. For these aircraft to operate under IFR operations, these aircraft shall be released by an appropriate licensed engineer.

Pilot Owner Name: _____

Where a Pilot-owner decides to carry out maintenance the following wording should be used, and completed with the Pilots signature and licence number.

> 'Certifies that the limited pilot-owner maintenance specified except as otherwise specified was carried out in accordance with Part M and in respect to that work the aircraft is considered ready for release to service'.
>
> The certificate of release to service should relate to the task specified in the aircraft maintenance programme.
>
> The date such maintenance was carried out should include when the maintenance took place relative to any life or overhaul limitation in terms of date/flying hours/ cycles/landings etc., as appropriate
>
> At the completion of all maintenance the pilot-owner should ensure they have a clear, concise, legible record of the work performed

Chapter 8

Alternative Means of Compliance for TC Holders or OEM Tasks

Including Supporting Justification

Sample tables

The following tables are provided for use where data is not provided in a tabulated, “easy to use” format.

For Alternative Means of Compliance for TC Holders or OEM Tasks

AMP Item No/Ref	Manufacturer’s Reference Document	Recommended Frequency	Amended Task or Frequency	Justification Included	Authorisation

Appendix

The following Avionic tasks list is provided for use where no manufacturers maintenance tasks are available, these tasks should be added to Chapter 2.

Electrical Systems

Task No	Task Description	Task Nature	Task Interval	Qualifying Mechanic	Qualifying Inspector
1	Over/under-volt system, warnings. Load sharing	OP/C	Annual		
2	All ground operable electrical circuits. Exercise manually operated circuit breakers.	OP/C	Annual		
3	Nickel-cadmium battery capacity test. **Note:** In accordance with equipment manufacturer's recommendations where capacity checks are recommended by the equipment manufacturer. Next due:	F/C	12 months or see Note		
4	Lead-acid battery capacity test. **Note:** In accordance with equipment manufacturer's recommendations where capacity checks are recommended by the equipment manufacturer. Next due:	F/C	12 months or see Note		

Instrument Systems:

5	Air Speed Indicator **Note:** Measured parameters must be recorded	F/C	Annual		
6	Altimeter **Note:** Measured parameters must be recorded.	F/C	Annual		
7	Instruments and indicators for satisfactory condition, mounting, marking and operation. **Note:** This task is applicable to all instruments and indicators that could affect the airworthiness or operating safety of the aeroplane. Readings consistent with ambient conditions.	F/C	Annual		
8	Stall warning device operation.	CHK	Annual		
9	Compass 'deviation' or 'steer by' cards – valid until next check	CHK	Annual		
10	Instruments, displays, controllers, panels, mounts, pipes, hoses, electrical wiring, gyro filters, flux detectors and instrument transmitters.	INSP	Annual		

11	Compass swing. Next due:	F/C	36 months		

Avionics Radio:

12	Aerials, insulators, controllers, instruments, displays, microphones, headsets, jackplugs and sockets.	INSP	Annual		
13	Cables and terminals, cooling systems and moisture trap areas	INSP	Annual		
14	ELT, including battery. **Note:** In accordance with equipment manufacturer's recommendations. Next due:	CHK	See Note		
15	VHF Communication	OP/C	Annual		
16	HF Communication	OP/C	Annual		
17	VOR using a field test set, including flag warnings, omni-radial resolving, radio-magnetic indicator accuracy at 90° intervals, sense and course width.	F/C	Annual		
18	ILS Localiser and Glide Slope using a field test set, including flag warnings of single tone failure, centre-line accuracy, sense, course widths and audio.	F/C	Annual		
19	Marker using a field test set, including 3-tone operational check and high/low sensitivity.	F/C	Annual		
20	ADF ground function using station(s) of known bearing to establish accuracy. Audio on all bands.	F/C	Annual		
21	DME using a field test set, including frequency tolerance, range accuracy and audio.	F/C	Annual		
22	ATC Transponder using a field test set, including frequency tolerance, side lobe suppression, mode 'C' and 'S'. **Note:** The Mode 'S' checks should confirm that the aircraft assigned Mode 'S' code is correct and that any declared parameters are correct. Enter Code:	F/C	Annual		
23	Airborne search and weather radar in all modes	OP/C	Annual		
24	Area and satellite navigation (GPS).	OP/C	Annual		
25	ACAS/TAS	F/C	Annual		
26	GPWS/TAWS	F/C	Annual		

27	Audio control panel, including emergency operation	OP/C	Annual		
28	VHF Communication using a field test set, including frequency tolerance of transmitted frequencies. **Note:** In accordance with equipment manufacturer's recommendations, only where frequency tolerance checks are recommended by the equipment manufacturer. Next due:	F/C	36 months		
29	HF Communication system using a field test set, including frequency tolerance of transmitted frequencies. **Note:** In accordance with equipment manufacturer's recommendations, only where frequency tolerance checks are recommended by the equipment manufacturer. Next due:	F/C	36 months		
30	Aerials and Feeders – VSWR (DME and ATC Transponder), insulation (HF). Next due:	F/C	36 months		

Avionics Auto-Pilot/Stabiliser:

31	Auto-Pilot/Stabiliser in all modes including manual override disengagement functions.	OP/C	Annual		
32	Displays, instruments, controllers	INSP	Annual		
33	Auto-pilot computer, amplifier, power supply, servo motors, connections to flying control system, automatic trim system, yaw dampers and manometric system inter-connections.	INSP	Annual		