

FOREWORD

This document addresses the requirements of the CAAF for the approval of the Maintenance Programme.

This introductory section is for information purposes only and is not intended for inclusion in the Maintenance Programme submission. It also contains on page (iii) an example of the required amendment (revisions) page required by the CAAF.

Maintenance Programme Compliance Document

The purpose of the attached Maintenance Programmes Compliance Document is to ensure that Maintenance Programmes submitted to the CAAF for approval are standardized and include all items that are required by the CAAF.

The attached document includes all the relevant information necessary, the format of which may be modified to suit the operator's preferred method, but in all cases the content shall clearly show compliance with the requirement or shall be deleted, if not applicable to the operator.

Compliance with the Maintenance Programme alone, does not obviate the need for the operator to ensure that at all times the aircraft and its equipment is maintained to a suitable programme that ensures compliance with the minimum operational requirements.

The specific tasks and the relevant control procedures shall be included as specified in the Maintenance Programme (MP) or Maintenance Management Exposition/Maintenance Organization Exposition (MME/MOE) of the operator. The relevant cross references shall be specified at the appropriate paragraphs.

The MPCD contains the introduction, a Contents List, 5 Individual Sections and 1 Appendices 2. An index and list of effective pages must be included together with an amendment record system.

Section 1 Maintenance Programme Preface details the specific Operator information that is required to be contained in the preface pages of the Maintenance Programme.

Section 2 Details - The content of the Operator's certification statement.

Section 3 identifies the Company procedures that are required.

Section 4 is to address any Additional Maintenance requirements.

Section 5 details the MME/MOE cross reference for the assessment of Airworthiness Directives that may be incorporated into the programme.

Appendix A sets out the CAAF standard permitted variations to the maintenance period that may be applied. These limitations shall be included in the MME/MOE as a procedure, the reference of which shall be quoted in Section 3 Paragraph 3.10.

Note: These variations are not to be confused with a task escalation programme. (See Section 3 Paragraph 3.2).

Amendments to any part of the approved Programme, including MPCD shall be submitted to the CAAF for approval in accordance with the procedures detailed in the operator's MME/MOE as appropriate.

The operator shall submit to the CAAF the relevant parts of the programme and MME/MOE as required.

In order to comply with requirements the Inspection Standards applied shall be in accordance with the Type Certificate holders recommendations detailed in the relevant Maintenance Manual or Maintenance Planning Document/Guide (MPD/MPG). In the absence of manufacturers recommendations the standards to be applied shall be those agreed by the CAAF. (Section 3 Paragraph 3.10)). In either case the standards that shall be applied to the approved

Maintenance Programme must be advised to the FJAR 145 organisation responsible for carrying out the scheduled maintenance.

Maintenance Programme Approval Procedures

The application form for the approval of a maintenance programme should be submitted to the CAAF, Air Safety Department, together with the Compliance Statement, programme/schedule and MME/MOE as required. When satisfied that the programme/schedule complies with the requirements of CAAF the approval document will be issued.

MAINTENANCE PROGRAMME AMENDMENT APPROVAL SUBMISSION

CAAF Schedule Ref:

Issue No:

Aircraft Type:

Operators Schedule Ref:

Issue Date

Amendment No:

| Item | Action to be taken | Justification | CAAF Remarks |
|-----------------------|-----------------------------|--|--------------|
| 1 Introduction Page A | Replace with new page dated | Introduction as an operator | |
| 2 Introduction Page B | Replace with new page dated | Introduction of Aircraft Registration DQ Associated with the above operator | |
| 3 Page 45-Item E12 | Replace with new page dated | Revision of forward and aft pressure bulkhead inspection requirements. In accordance with manufacturers latest requirements. | |

COMPLIANCE STATEMENT: This Maintenance Programme complies with the manufacturer's minimum maintenance and inspection requirements and the requirements of the Civil Aviation Authority of Fiji for the airframe, engines (on wing), systems and components except wherein previously or hereby Approved by the Civil Aviation Authority of Fiji.

Signed:

Position:

Date:

Organisation:

on behalf of:

The above requested amendments are approved with the exception of:

Signed:

for the CAAF

Date:

CIVIL AVIATION AUTHORITY OF FIJI - MAINTENANCE PROGRAMME COMPLIANCE DOCUMENT FOR THE PURPOSES OF PUBLIC TRANSPORT AIRCRAFT ABOVE 5700KG MTWA

1. MAINTENANCE PROGRAMME PREFACE

1.1. This Maintenance Programme is applicable to the following:

Aircraft Type/Mode:

Engine(s) Type:

APU Type:

Propeller Type:

Registration(s)

1.2. OPERATORS NAME AND ADDRESS

1.3 The periods and frequencies of the maintenance tasks and inspections in this Programme

| Reference | Issue Number | Date |
|------------------|---------------------|-------------|
|------------------|---------------------|-------------|

are based on an annual utilization of(flying hours). If the annual utilization varies by more than 25% from that stated, the operator accepts that the Maintenance Programme shall be reviewed in order that any necessary adjustments to the maintenance tasks and periods may be made.

1.4 *This Maintenance Programme is derived from Maintenance Review Board Report;

| Reference | Issue Number | Date |
|------------------|---------------------|-------------|
|------------------|---------------------|-------------|

1.5 *This Maintenance Programme is based on the Type Certificate holder's Maintenance recommendations (MPD, MPG or Maintenance Manual) as follows:

| Manufacture's Manual Reference: Issue No. | Date |
|--|-------------|
|--|-------------|

Airframe

Engine

APU

Propeller

1.6 * The periods of inspection are as follows:-

2. OPERATOR'S CERTIFICATION STATEMENT

In the preparation of this Maintenance Programme to meet the requirements of the CAAF, and the Air Navigation Regulations the recommendations made by the airframe constructors, and engine and equipment manufacturers have been evaluated and, where appropriate, have been incorporated.

This Maintenance Programme lists the tasks and identifies the practices and procedures which form the basis for the schedule maintenance of the aeroplane(s) listed in Paragraph 1.1. The operator undertakes to ensure that these aeroplanes will continue to be maintained in accordance with this programme.

In accordance with Procedure 3.1, the data contained in this programme will be reviewed for continued validity at least annually in the light of operating experience.

It is accepted that this programme does not prevent the necessity for complying with any new or amended regulation published by the CAAF from time to time where these new or amended regulations may override elements of this programme.

***Delete If Not Applicable**

It is understood that compliance with this programme does not release the operator from the need to ensure that the programme reflects the maintenance needs of the aeroplane, such that continuing safe operation can be assured. It is further understood that the CAAF reserves the right to suspend, vary or cancel approval of the Maintenance Programme if the CAAF has evidence that requirements of the Maintenance Programme are not followed or standards not upheld.

Name:

Position:

Signed:

For and on behalf of operator

Date

3. PROCEDURES

3.1 PROGRAMME REVIEW

It is accepted that in addition to monitoring fleet utilization, the data contained in this Programme will be reviewed at least annually by the operator to ensure that the detailed requirements continue to be valid in the light of operating experience, Type Certificate holder's recommendations, revisions to the Maintenance Review Board Report, that affect the maintenance needs of the aircraft. This review is in accordance with procedures set out in the MME/MOE, Chapter

3.2 ESCALATION OF MAINTENANCE PROGRAMME CHECK PERIODS*

Escalation of the check periods associated with the Maintenance Programme, where applicable, shall be controlled by procedures acceptable to the CAAF. These procedures are detailed in the MME/MOE, Chapter

3.3. PRE-FLIGHT MAINTENANCE TASKS

Where applicable this Maintenance Programme includes details of all pre-flight maintenance tasks normally accomplished by maintenance staff and not those included in the Operations Manual for action by the flight crew.

***Delete If Not Applicable**

3.4. CERTIFICATION REQUIREMENTS AND DEFINITION OF MAINTENANCE TASKS

Where necessary the Maintenance Programme includes details of who may issue Certificates of Release to Service (CRS) in a particular case, and also defines which of the check cycles are considered as base maintenance. See MME/MOE, Chapter

3.5 STRUCTURAL INSPECTION PROGRAMME

This Maintenance Programme includes the requirements of the structural inspection programme and any associated sampling programme recommended by the manufacturer. *The procedures associated with the applicable sampling programme are detailed in the MME/MOE, Chapter

3.6 CORROSION CONTROL PROGRAMME

This Maintenance Programme includes the corrosion control programme reference as recommended by the manufacturer with the control procedures as set out in the MME/MOE, Chapter

3.7 TASKS RELATED TO MANDATORY LIFE LIMITATIONS, CERTIFICATION MAINTENANCE REQUIREMENTS AND AIRWORTHINESS DIRECTIVES

The procedures for the assessment of Mandatory Life Limits are detailed in the MME/MOE, Chapter

Certification Maintenance Requirements (CMR's) applicable to aircraft maintained to this Maintenance Schedule/Programme as listed in Document Reference are controlled and implemented in accordance with procedures as set out in the MME/MOE, Chapter

3.8 ENGINE HEALTH MONITORING

When the manufacturer's Maintenance Programme includes Powerplant components that do not have an stated overhaul life or are subject to a condition monitored maintenance programme, the operator's procedures include the associate programme for the health monitoring of the associated Powerplant(s).

***Delete If Not Applicable**

*The method of data collection, analysis, corrective actions and reporting specified for the implementation of the condition monitoring or reliability programme are prescribed in the MME/MOE, Chapter

3.9 RELIABILITY MONITORING OF AEROPLANE EQUIPMENT

When the manufacturer's Maintenance Programme includes components that do not have a stated overhaul life or are subject to a condition monitored maintenance programme, the operator's procedures include the associate programme for the reliability monitoring of the aeroplane equipment.

*The method of data collection, analysis, corrective actions and reporting specified for the implementation of the condition monitoring or reliability programme are prescribed in the MME/MOE, Chapter

3.10 INSPECTION STANDARDS

+ The standards applied to the individual task inspections meet the requirements of the Type Certificate holder's recommended standards and practices. These standards and any additional standards specified by the operator are as defined in the MME/MOE, Chapter or if not defined.

+The standards applied to the individual task inspection meet the requirements of the CAAF recommended standards and practices. These standards and any additional standards specified by the operator are as defined in the MME/MOE, Chapter

3.11 ABBREVIATIONS, TERMS AND DEFINITIONS

All significant terms and abbreviations used within this Programme are defined in accordance with the Type Certificate holder's definitions, current JAR, CAA BCAR definitions or, in the absence of formal definitions, those quoted in World Airlines Technical Operations Glossary. See Maintenance Programme Reference

***Delete If Not Applicable**

3.12 PERMITTED VARIATIONS TO MAINTNENANCE PERIODS

As set out in Paragraph 4 of the AMC Appendix 1 Permitted Variations to Maintenance Periods, and with the approval of the CAAF, the periods prescribed by this Programme may only be varied in accordance with the procedures, conditions and limits set as defined in the MME/MOE, Chapter

Note; Appendix A defines the CAAF Permitted Variations.

4. ADDITIONAL MAINTENANCE REQUIREMENTS

4.1 STANDARD MAINTENANCE PRACTICES

4.1.1 AIRCRAFT BATTERY CAPACITY CHECKS

Aircraft batteries shall be maintained in accordance with the manufacturer's recommendation. In the absence of any manufacturers instructions the following periods apply.

- a] Lead acid Battery - not exceeding 3 months.
- b] Ni-Cad Battery - not exceeding 4 months.

The programme of required maintenance is prescribed in the Maintenance Programme reference

4.1.2 EMERGENCY EQUIPMENT

A] Emergency equipment will be maintained to a programme based on the equipment manufacturers recommendations. In addition the following requirements are complied with in the Maintenance Programme;

B] First Aid Kit(s) contents are checked at periods not exceeding 12 months.

C] The programme of required maintenance for a) and b) is prescribed in the Maintenance Programme reference

4.1.3 EMERGENCY ESCAPE PROVISIONS

A] Portable Valise Type Liferrafts/Life Jackets. At the appropriate Overhaul Period, 10% of all liferafts installed in fleets will be test inflated using system bottle and release mechanisms to the programme prescribed in the Maintenance Programme reference

B] Door and Escape Chutes/Slides. A programme of release and inflation tests will be carried out to the requirements specified in UK CAA Airworthiness Notice no. 12, Appendix 16. The programme of required maintenance is prescribed in the Maintenance Programme reference

C] Emergency Exits/Hatches. All emergency exits and hatches are functioned by both internal and external means at periods specified in this Maintenance Programme. In the absence of manufacturers specific recommendations these occur at suitable periods not exceeding 6 months elapsed time. The programme of required maintenance is prescribed in the Maintenance Programme reference

4.1.4 FLEXIBLE HOSES

Flexible hoses shall be inspected, overhauled or life limited in accordance with the manufacturers recommendations.

In the absence of manufacturers recommendations, hoses shall be subject to a programme of pressure testing at periods not exceeding 6 years from installation and 3 yearly thereafter, or

In accordance with a alternative programme as agreed by the CAAF.

4.1.5 FUEL/OIL SYSTEM CONTAMINATION CHECKS

Consumable fluids, gases etc. uplifted prior to flight will be of the correct specification, free from contamination, and correctly recorded. The procedures are in accordance with MME/MOE procedures, Chapter

Fuel system water drain checks are to be carried out at periods not exceeding 24 hour elapsed time and in accordance with MME/MOE procedures. Chapter

4.1.6 PRESSURE VESSELS

Oxygen/Nitrogen pressure vessels are to be overhauled or tested in accordance with manufacturer recommendations. In the absence of any such recommendations the periods specified in British Standard Institute Standard (BS) BS5430 are applied. The respective overhaul life limits are detailed in the Maintenance Programme reference

4.1.7 SEAT BELTS AND HARNESSSES

In addition to the manufacturers recommendations, all installed seat belts and harnesses shall be subject to a programme of scheduled maintenance that includes a Routine Visual Inspection on a Daily basis and a Detailed Visual Inspection at periods not exceeding 6 months. The programme of required maintenance is prescribed in the Maintenance Programme reference

4.2 AIRWORTHINESS NOTICES

CAAF Airworthiness Notices detail additional maintenance requirements. Procedures are in place to assess all Airworthiness Notices on a continuing basis for applicability to aircraft maintained to this Maintenance Programme. All Airworthiness Notices are assessed for applicability in accordance with the procedures defined in the MME/MOE Chapter and where necessary relevant maintenance tasks are included in the maintenance programme.

4.3 VITAL POINTS AND CONTROL SYSTEMS

Whenever inspections are made or work is undertaken on vital points, flying or engine control systems, a detailed investigation must be made on completion of the task to ensure that all tools, rags or any other loose articles which could impede the free movement and safe operation of the system(s) have been removed and that the system(s) and installation in the aircraft zone are clean and unobstructed.

If, as a result of the application of tasks associated with the programme, any part of either the main or any associated system is dismantled, isolated, adjusted, repaired or renewed, that part of the system(s) which has been disturbed shall be subjected to a duplicate inspection, with free movement, range, direction and tension checks and shall be certified in accordance with British Civil Airworthiness Requirements, Section A Chapter A6-2 or Section B Chapter B6-2.

The relevant control procedures and instructions are prescribed in the MME/MOE Chapter

4.4 CAAF REQUIREMENTS - Maintenance requirements resulting from the application of any CAAF Specifications, for Type Certification.

The programme of required maintenance is prescribed in the Maintenance Programme, and the associated control procedures (if any) are detailed in the MME/MOE Chapter

4.5 MAINTENANCE APPLICABLE TO SPECIFIC AEROPLANE OPERATIONS

The Maintenance Programme contains the necessary tasks required to ensure continued compliance with additional special authorizations/ approvals:*

Automatic Approach and Automatic Landing CAT II/CAT III
Minimum Navigation Performance Specifications (MNPS)
Reduced Vertical Separation Minima (RVSM)
Extended Range Operations with two-engine aeroplanes (ETOPS) Other, (Specify).

The programme of required maintenance is prescribed in the Maintenance Programme and the relevant control procedures are as set out in the MME/MOE, Chapter

4.6 CUSTOMER FURNISHED EQUIPMENT (CFE/VFE/BFE)

The Maintenance Programme contains the necessary tasks required to ensure continued airworthiness of equipment specified or furnished by other than the constructor. The need for routine tasks has been assessed in accordance with MME/MOE procedure Chapter

4.7 RADIO INSPECTION REQUIREMENTS

The Maintenance Programme contains the necessary tasks required by the Radio Equipment manufacturers. They are prescribed in the Maintenance Programme reference.

5. MANDATORY REQUIREMENTS - AIRWORTHINESS DIRECTIVES

The following groups of Airworthiness Directives (AD's) are applicable to aircraft maintained in accordance with this Maintenance Programme.

1. *CAA Mandatory Aircraft Modifications and Inspections Summary CAP 476
2. *CAA Additional Airworthiness Directives
CAP 473
3. *CAA Foreign Airworthiness Directives Volume III
CAP 474
4. *FAA Airworthiness Directives Volume I
5. *FAA Airworthiness Directives Volume II
6. *Airworthiness Directives - State of Manufacturer (specify)

Procedures are in place to assess all AD's on a continuing basis for applicability to accordance with the procedures defined in the MME/MOE Chapter and where necessary relevant maintenance tasks are included in the maintenance programme.

***Delete If Not Applicable**

APPENDIX A (Reference Par. 3.10 of this Document)

PERMITTED VARIATIONS TO MAINTENANCE PERIODS

The operator may vary the periods prescribed by this Programme provided that such variations are within the limits of sub-paragraphs (a) to (d).

Variations shall be permitted only when the periods prescribed by this Programme (or documents in support of this Programme) cannot be complied with due to circumstances that could not reasonably have been foreseen by the operator. The decision to vary any of the prescribed periods shall be made only by the operator. Particulars of every variation so made shall be entered in the appropriate Log Book(s).

Period Involved

Maximum Variation of the Prescribed Period

(a) **Items Controlled by Flying Hours**

- | | |
|----------------------------------|------------------|
| (i) 5000 flying hours or less | 10% |
| (ii) More than 5000 flying hours | 500 flying hours |

(b) **Items controlled by Calendar Time**

- | | |
|---|---|
| (i) 1 year or less | 10% or 1 month, whichever is the lesser |
| (ii) More than 1 year but not exceeding 3 years | 2 months |
| (iii) More than 3 years | 3 months |

(c) **Items Controlled by Landing/ Cycles**

- | | |
|---------------------------------|---|
| (i) 500 landings/cycles or less | 10% or 25 landing/cycles, whichever is the lesser |
| (ii) More than 500 landings/ | 10% or 500 landing/cycles, whichever is the lesser. |

Items Controlled by More Than One Limit

For items controlled by more than one limit, e.g. items controlled by flying hours and calendar time or flying hours and landings/cycles, the more restrictive limit shall be applied.

NOTE:

4. The variations permitted above do not apply to:-

4.1 Those components for which an ultimate (scrap) or retirement life has been prescribed (e.g. primary structure, components with limited fatigue lives, and high energy rotating parts for which containment is not provided). Details concerning all items of this nature are included in the Type Certificate holder's documents or manuals, and are included in the preface pages to the Maintenance Programme.

4.2 Those tasks included in the Maintenance Programme that have been classified as mandatory by the Type Certificate holder or the CAAF.

4.3 Certification Maintenance Requirements (CMR) unless specifically approved by the manufacturer and agreed by the CAAF.

5. For certain piston engine overhaul periods the conditions of CAAF Airworthiness Notice No. 35 may override the conditions stated above.

APPENDIX B

(Reference Par. 4.1 of this Document)

Where any special requirements are issued by CAAF beyond those of the original Type Certification. These will be provided by the CAAF prior to certification.