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| 1 | AMP Document Identification | APP 1.1.3. | Include the following information on the AMP title page:1. specific AMP name/number
2. issue/revision number
3. date of issue

Recommendation: add issue/revision number and date of issue to all AMP pages | AMP:      Issue:      Revision:       |
| 2 | AMP Ownership | APP 1.1.2. | 1. Name and address of the Operator
	1. List of all aircraft operators, in case of a single air carrier business grouping CAMO AMP in accordance with M.A.201 (ea)
2. Name, address and approval number of the responsible CAMO
 |       |
| 3 | LEP | APP 1.1.5. | List of effective pages and their revision statusAll relevant appendices to the AMP (CAMP reports, STC lists, …) shall be fully reflected in the LEP including the date and the total number of pages |       |
| 4 | Revision IndexRevision Highlights | APP 1.1.8. | Table of all revisions/amendments to the AMP including:1. issue/revision number
2. date of revision
3. revision highlights
 |       |
| 5 | GlossaryAbbreviations | APP 1.1.20. | 1. Glossary
2. List of abbreviations used in the AMP
3. Each maintenance task quoted should be defined in a definition section of the AMP
 |       |
| 6 | Compliance Statement & Legal Basis | M.A.201(a)(4)M.A.301(c)M.A.302(b)M.A.708APP 1.1.4.APP 1.1.19Regulation (EU) 1321/2014ZLLV | Statement signed by the owner, the operator or the responsible CAMO including:1. that the specified aircraft will be maintained to the AMP
2. that the programme will be reviewed and updated as required
3. that practices and procedures to satisfy the programme should be to the standards specified in the TC holder's maintenance instructionsthat in case of approved practices and procedures that differ, the statement should refer to them
4. that in case of approved practices and procedures that differ, the statement should refer to them
5. definition of responsibility of the CAMO in accordance with M.A.201(ea) (if applicable)

Add that the AMP is being held in compliance with the requirements of the Austrian ZLLV (latest revision) and Regulation (EU) 1321/2014 (including all Annexes) |       |
| 7 | Distribution Policy | M.A.401 | A policy to ensure that each person or organisation involved have access to and use only applicable current maintenance data including:1. operator
2. contracted maintenance organisations
3. subcontracted CAMOs
4. Austro Control GmbH
5. CAMO in accordance M.A.201(ea) (if applicable)
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| 8 | AMP Applicability | M.A.302(a)APP 1.1.1. | List of all aircraft covered by this AMP including:1. A/C type/model
2. A/C registration
3. A/C manufacturing date
4. engine type/model
5. propeller type/model (if applicable)
6. TCDS number for A/C, engine, propeller
7. additional relevant data (Weight Variant affecting LOV, ...)
 |       |
| 9 | Type of Operation | Regulation (EU) 965/2012 | Define the type of operation for all A/C covered by the AMP (CAT, NCC, ...) |       |
| 10 | Operating Environment | AMC M.A.302(d) (7) | Statement regarding the applicability of maintenance tasks due to operations in adverse climatic conditions (cold weather, desert, corrosive environment, ...):1. defined by the TC holder or
2. defined by the operator (as a result of reliability data)
 |       |
| 11 | Utilisation & History | APP 1.1.6.APP 2.3. | 1. Anticipated utilisation shall be stated and put in context with the utilisation range defined by the TC holder
2. If no TC holder definition is available, variation of the anticipated utilisation may be not more than 25%
3. If necessary, a specific low / high utilisation programme shall be adopted and stated
 |       |
| 12 | Manufacturer Manuals Reference &AMP Source Docs(MPD, MRBR, AMM, …) | M.A.302(d) | List of AMP relevant manual references/document numbers and revision status for:1. airframe
2. engine
3. APU (if applicable)
4. propeller (if applicable)
5. other component manuals (if applicable)
6. supplemental manuals (if applicable)
 |       |
| 13 | Aircraft Continuing Airworthiness Record System / Tracking System | M.A.305(c)(3) | Reference to the relevant CAME procedure (recommended)orDescription of the system/programme/tool used to control the scheduled maintenance inspections (e.g. AMOS, CAMP, individual list, ...) |       |
| 14 | Periodic / Annual Review | M.A.301(e)M.A.302(h)AMC M.A.302(3)APP 5.Annual Review Sheet | Reference to the relevant CAME procedure (recommended)orDescription of the AMP review policy including:1. that the AMP should be subject to periodic review and be amended accordingly when necessary to ensure that it reflects current TC/STC holder’s recommendations, mandatory requirements, modifications, repairs and maintenance needs of the aircraft.
2. that the AMP should be reviewed at least annually for continued validity in the light of operating experience.

NOTE: Austro Control offers an Annual Review Checklist template which may be customised but should be attached to the CAME |       |
| 15 | Revision / Amendment Procedure | APP 3. | Reference to the relevant CAME procedure (recommended)orDescription of the policy and privileges how content changes are incorporated in the AMP |       |
| 16 | Operator Task Evaluation & Implementation Procedure | AMC M.A.302(4)APP 2.1.APP 3.APP 6.5.7. | Reference to the relevant CAME chapter (recommended)orDescription of the procedures for:1. the implementation of maintenance tasks required as Reliability Programme corrective actions.
2. the implementation of maintenance tasks at the operator's/CAMO's discretion
3. the evaluation of established check or inspection intervals acc. 1) and 2)
 |       |
| 17 | Escalation of Tasks / Checks | M.A.302(e)AMC M.A.302(d)(7)APP 1.1.7. | Commitment to not escalate tasksorReference to the relevant CAME chapter (recommended)orDescription of the process for the permanent escalation of established task/check intervals including:1. a procedure for obtaining and analysing data from sufficient reviews
2. the consideration of the Reliability Programme
3. a statement that no escalation is permitted without the explicit approval or a procedure approved by Austro Control GmbH

Any tasks/checks already escalated shall be listed. |       |
| 18 | Reliability Programme | M.A.302(g)M.A.708(b)(1)APP 1.1.18.APP 6. | A Reliability Programme reflecting the provisions of APP I to AMC M.A.302 needs to be developed to ensure that all AMP tasks are effective and their periodicity is adequate.The Reliability Programme should be described in the CAME and referenced in the AMP. |       |
| 19 | Simplified Reliability Programme | APP 6.2LTH 60A | Only applicable for a fleet of max. 5 A/C of the same type acc. TCDS a Simplified Reliability Programme acc. LTH 60A can be used.The Reliability Programme should be described in the CAME and referenced in the AMP. |       |
| 20 | Pre-Flight Check | M.A.301(a)APP 1.1.9. | Details of the pre-flight check:1. any pre-flight maintenance defined by the TC and or STC holder (airframe, engine and/or propeller) shall be incorporated in the pre-flight check
2. non-maintenance items do not need to be covered in the AMP; relevant OM-B or AFM/OM chapter for the pre-flight checkshould be referenced in the AMP
3. Engine oil servicing and cowling latching procedures should be addressed as defined by the TC Holder (AMM/EMM) and Part 145 compliance must be assured for such tasks
 |       |
| 21 | Pre-Flight Maintenancelimited Certification Authorisation to the Pilot | 145.A.30(j)(4) | Flight crews can be authorised to perform certain pre-flight maintenance tasks:1. if an aircraft is operated away from a supported location
2. the limited certification authorisation is subject to the MOE containing procedures to address the personnel requirements of point 145.A.30(e)
3. typical tasks that may be certified and/or carried out by a pilot who holds an ATPL or a CPL are minor maintenance or simple checks

This should only be used for pilots with a limited certification authorisations using the provisions of 145.A.30(j)(4) after being properly trained. NOTE: Applicable OM-A/-B, CAME and/or MOE procedures to be referenced in the AMP |       |
| 22 | Properly Inflated Aircraft Tyres | Part-26.201(b)Part-26.201(c) | Tyre pressure check every 48 clock hours.For aeroplanes equipped with an installed system that monitors the tyres inflation pressures and that:1. provides an alert to the flight crew whenever a tyre inflation pressure is below the minimum serviceable inflation pressure, or
2. allows the tyres inflation pressures to be checked prior to the dispatch of the aeroplane, and a tyre inflation pressure check task is included in the pre-flight procedures of the operations manual

no specific tyre pressure check needs to be defined.NOTE: Operators who already had a tyre pressure check previously approved are recommended to follow Part-26.201(c)NOTE: for additional information refer to Tire pressure monitoring program Information Letter(DC\_LFA\_AIR\_045) |       |
| 23 | Maintenance Concept | M.A.302(d)AMC M.A.302(d)APP 2.1. | Describe the maintenance concept considering (if applicable):1. predefined checks by the TC holder
2. the usage of a block/phased/equalised/single running maintenance concept
3. any other maintenance concept based on operator experience
4. the differentiation between line and base maintenance
5. the implementation of TC holder recommendations based on the anticipated utilisation (e.g. low utilisation requirements)
6. engine, propeller and component maintenance
7. TC holder recommended maintenance
8. appliable tolerances
 |       |
| 24 | List of Tasks & ChecksTracking System Requirement Report | M.A.302(d)M.A.302(f)APP 1.1.10.APP 1.1.20. | A list or tracking system requirement report showing all scheduled maintenance including1. the respective threshold/intervals and
2. the type and degree of inspection required

for all:1. maintenance requirements issued by the TC holder(s)
2. repetitive AD's, SB's, STC's, Mod's, Repairs, national requirements
3. tasks originating form the Reliability Programme
4. task created on the operator's discretion
5. component maintenance requirements
6. reference to check packages
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| 25 | One-time Permitted Variations for unforeseen Operational Needs | AMC M.A.302 (4)APP 4. | Describe permitted variations for tasks, checks, component requirements, engine, propeller and APU as defined in the TC/STC holder documentation.Reference to the relevant CAME procedureorDescribe how variations will be used and applied and the process to be followedIf no variation is defined by the TC/STC holder, the following values can be used except where variations are prohibited (e.g. AD, LLP, AWL, CMR, ...):1. Items controlled by Flight Hours (FH)≤ 5.000 FH or less: 10%> 5.000 FH: 500 FH.
2. Items controlled by calendar time≤ 1 year: 10% or 1 month, whichever is the lesser> 1 year: 2 months> 3 years: 3 months
3. Items controlled by cycles≤ 500 cycles or fewer: 5% or 25 cycles, whichever is the lesser> 500 cycles: 5% or 250 cycles, whichever is the lesser
4. For items controlled by more than one limit the more restrictive limit should be applied

NOTE: variations beyond the defined limits need to be defined, evaluated and approved in a separate processNOTE: variations for operational requirements (weighing, FDR readout, ...) need to be pre-approved in respect of Regulation 965/2012 before implementation in the AMP |       |
| 26 | Airworthiness LimitationsCMR'sLLP's | APP 1.1.17. | A cross-reference to other documents which contain the details of maintenance tasks including alterations originating from repairs, STCs, …:1. related to mandatory airworthiness limitations (AWL/ALI)
2. related to Certification Maintenance Requirements (CMR's)
3. related to life limits of parts and components (LLP's)
 |       |
| 27 | System & Powerplant | M.A.302(d)AMC M.A.302(d)APP 1.1.12. | Definitions and description of:1. a procedure to align the counter of installed parts (e.g. engines, landing gear) with the maintenance programme requirements
2. specific HIRF/L requirements
3. if applicable details of ageing aircraft system requirements
 |       |
| 28 | Structural Maintenance Programme | APP 1.1.13.(a)Part-26 26.370(a)(i) | Implementation of programmes issued by the design approval holder:1. (supplemental) structural inspection programmes / documents (SSIP / SSID)
2. approved damage-tolerance-based inspection programmes (DTI)
 |       |
| 29 | Corrosion / CPCP | APP 1.1.13.(b)Part-26 26.370(a)(iv) | Implementation of a corrosion prevention and control programme (CPCP) considering the baseline CPCP issued by the design approval holder |       |
| 30 | Limit of Validity | APP 1.1.15.Part-26 26.370(a)(iii) | Statement considering the LOV if published by the TC holder for all aircraft covered by the AMPNOTE: applicable for aeroplanes with MTOW > 34.019 kg |       |
| 31 | Zonal | M.A.302(d)AMC M.A.302(d) | Procedure for the identification of zonal tasks including the influence of STCs, modifications and repairs on those tasks |       |
| 32 | Electrical Wiring Interconnection System / Enhanced Zonal Analysis Procedure(EWIS / EZAP) | AMC 20-21 | Description of the EWIS/EZAP maintenance concept including:1. reference to the related TC/STC holder documentation, if applicable
2. identification of relevant EWIS/EZAP tasks
 |       |
| 33 | Critical Design Configuration Control Limitations(CDCCL) | APP 1.1.14.APP 2.4. | Reference to the relevant CAME chapter (recommended)orDescription how compliance with CDCCL's as identified by the TC/STC holder is established |       |
| 34 | Procedure for Critical Tasks | M.A.402(g)&(h) | Reference to the relevant CAME procedureandIdentification of critical tasks related to the safe performance of maintenance and prevention of common caused error in the AMP based on:1. TC holder definitions
2. the CAME procedure
 |       |
| 35 | Component Maintenance | M.A.502M.A.503APP 1.1.11.APP 1.1.16. | Implementation of component requirements including:1. the periods at which components should be checked, cleaned, lubricated, re plenished, adjusted and tested
2. the periods at which overhauls and/or replacements by new or overhauled components should be made
3. a procedure for tracking non-periodic component requirements (e.g. wheel NDT inspections, vapor cycle machine inspections, ...)
 |       |
| 36 | Sampling Programme for Structure Inspections or Components | APP 1.1.12. | Description of any applicable sampling programme considering:1. structural sampling (only if defined by the TC holder)
2. component sampling (e.g. emergency escape slide on wing sampling)
 |       |
| 37 | Reporting Requirements | M.A.202 | Reference to the relevant CAME chapter (recommended)orDescription of the procedures for reporting to the TC/STC holder and competent authority:1. significant structural damages detected during scheduled maintenance
2. major corrosion detected during scheduled maintenance
 |       |
| 38 | Engine Condition Monitoring | EMMAMC1 SPA.SET-IMC.105(b) | Reference to the relevant CAME chapter (recommended)orDescription of the ECM process considering:1. the engine maintenance concept as defined by the TC holder (hard time vs. on condition)
2. responsibilities and frequencies for performing the ECM analysis
3. actions resulting from the ECM analysis

NOTE: for single-engine turbine aeroplane operations at night and/or in IFR conditions, Regulation (EU) 965/2012 SET-IMC applies |       |
| 39 | Parking / Storage | AMMEMMPROP MM, CMM | Definition and source reference for parking and storage for airframe, engine, propeller and components |       |
| 40 | AD/SB | M.A. 303APP 1.1.17.CAMO.A.315 | Reference to the relevant CAME chapter(s) (recommended)orDescription of the AD/SB embodiment policy considering:1. identification of applicable AD's/SB's
2. embodiment of SB's in respect of the TC holder classification
3. operators risk classification

Any repetitive ICA's originating from AD's/SB's shall be listed. |       |
| 41 | STC, ModificationsStandard Changes | AMC M.A.302(5)CS-STAN | List of all STC's and modifications with ICA's including:1. Part-21 approval number
2. reference to related ICA's
3. reference to applicable tasks in the tracking system / task list

NOTE: please provide all applicable STC ICA documents with your AMP applicationFor A/C < 5.700 kg MTOM and rotorcraft < 3.175 kg MTOM: a list of embodied changes with ICA's acc. CS-STAN |       |
| 42 | SRM/AMM RepairsStandard Repairs | AMC M.A.302 (5)APP 1.1.13.CS-STAN | List of all SRM repairs that require periodic inspections or have a defined life limit including:1. Part-21 approval number (SRM reference)
2. reference to the related instruction for continuous airworthiness (including TC/STC holder repair instructions not covered by the standard AMM/SRM procedures)
3. reference to applicable tasks in the tracking system / task list

For A/C < 5.700 kg MTOM and rotorcraft < 3.175 kg MTOM: standard repairs acc. CS-STAN can be implemented |       |
| 43 | Repairs beyond SRM/AMM Limits | AMC M.A.302(5)APP 1.1.13.(d)Part-21 | List of all major repair design approvals that require periodic inspections or have a defined life limit including:1. Part-21 approval number
2. reference to related ICA's
3. reference to applicable tasks in the tracking system
 |       |
| 44 | Repair and Modification Assessment | APP 1.1.13.(c)Part-26 26.370(a)(ii) | Identification of adverse effects which repairs and modifications may have on:1. fatigue-critical structure / SSID items
2. DTI inspections
3. structural/zonal inspections acc. MPD/MRB
 |       |
| 45 | Operational Requirements1) RVSM2) LVO / CATI/II/III3) Reduced Required Landing Distance Operations | AMC1 SPA.RVSM.105(h) & AMC3 SPA.RVSM AMC5 SPA.LVO.105CAT.POL.A.355(b)(9) | The AMP shall include all ICA's issued by the TC/STC holder related to:1. RVSM operations
2. on-board guidance systems for LVO
3. Additional maintenance instructions, such as, but not limited to, more frequent checks for the aircraft’s deceleration devices, especially for the thrust reverse system, should be established by the operator in accordance with the manufacturer’s recommendations
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| 46 | ETOPS | SPA.ETOPS.100AMC 20-6B | Description of ETOPS relevant AMP procedures including full compliance with AMC 20-6NOTE: ETOPS operation is subject to an additional operational approval |       |
| 47 | non-ETOPS 180 | CAT.OP.MPA.140AMC1 CAT.OP.MPA140(d)AMC1 CAT.OP.MPA140(f) | Definitions related to non-ETOPS 180 operations need to be defined in the applicable operations manual;The following items need to be defined and identified in the AMP:1. an engine oil consumption programme
2. an engine condition monitoring programme
3. non-ETOPS Pre-Flight Maintenance
4. relevant inspection items related to non-ETOPS operations

NOTE: non-ETOPS operations are only applicable for performance class A aeroplanes with MOPSC ≤ 19 |       |
| 48 | Air Carrier Business Grouping CAMO | M.A.201(ea) | Provide evidence that the requirements for a single air carrier business grouping using the same CAMO are met, e.g. excerpts from contracts between the operators and the CAMO in accordance with Appendix I to Regulation (EU) 1321/2014 Annex I (Part-M)NOTE: Aircraft specific definitions need to be declared in the AMP, general AMP related procedures and definitions can be described in the CAME of the dedicated single air carrier business grouping CAMO. |       |

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| **National Requirements and additional Inspection Items to be verified in accordance with M.A.302(d)(i)** |
| A-1 | Electronic on-board Equipment | LTH 40ATask 40.1Task 40.2Task 40.3SIB 2011-15 | Periodic test/functional check of electronic on-board equipment in accordance with LTH 40A:1. avionic test
2. transponder test
3. magnetic compass check

NOTE: aircraft whose maintenance programme has been developed based on MRB/MSG-3 analyses are exempt from the provisions acc. Task 40.1 and Task 40.3 | 24 Mo |       |
| A-2 | CVR/FDR Tests | LTH 40ATask 40.4CAT.IDE.A.185CAT.IDE.A.190CAT.IDE.A.195AMC1 CAT.GEN.MPA.195(b)AMC1 NCC.GEN.145(b)AMC1 SPO.GEN.145(b)SIB 2009-28 | Periodic test/functional check of electronic recording systems in accordance with LTH 40A:1. CVR operational check
2. FDR readout and plausibility check

Daily:operational check of the aural or visual means of the flight recorders for proper operation(if installed)Every 7 days:operational check of the flight recorderEvery 5 years or in accordance with manufacturer's recommendations:check that the parameters dedicated to the FDR and not monitored by other means are being recorded within the calibration tolerances and that there is no discrepancy in the engineering conversion routines for these parameters | 24 MoDaily7 Days5 Years |       |
| A-3 | Flexible Hoses | LTA 46 | Elastomer hoses shall be inspected, overhauled or life limited in accordance with manufacturer's recommendations.NOTE: in absence of manufacturer's recommendations, refer to LTA 46 | 60 Mo96 Mo |       |
| A-4 | ELT/PLB Testing | SIB 2019-09 | Annual visual inspection of the ELT and PLB combined with a test and an inspection in accordance with SIB 2019-09 Annex 1.NOTE: only applicable for aircraft that do not have a maintenance program based on a Maintenance Review Board (MRB) Report. | 12 Mo |       |
| A-5 | ELT/PLB Battery | AMC1 CAT.IDE.A.280AMC1 SPO.IDE.A.190 | Manufacturer requirements for ELT/PLB batteries regarding:1. periodic testing
2. restoration
3. life limit
 |       |       |
| A-6 | FDR/CVR ULB Battery | CAT.IDE.A.185CAT.IDE.A.190 | Manufacturer requirements for FDR/CVR ULB batteries regarding:1. periodic testing
2. restoration
3. life limit
 |       |       |

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| A-7 | Cabin Placards | ZLLV 2010Anlage D | Periodic inspection based on operating experience of all cabin placards in accordance with AMM/AOM:1. for aircraft with MTOM ≤ 2.000 kg placards can either be in English or German language or standardised pictograms
2. for aircraft with MTOM > 2.000 kg placards should be English and German language; exemption: "EXIT" signs or when standardised pictograms are used
 |       |       |
| A-8 | Interior and exterior Placards | CS 23.2610CS 25.677(b)CS 25.1541 to 25.1563NCC.POL.100(b)ICAO Annex 8 IIIA 9.6ICAO Annex 8 IIIB 7.6ICAO Annex 8 VA 7.6 | Periodic inspection based on operating experience of all applicable interior and exterior maintenance, ground handling and servicing placards in accordance with AMM/STC/AFM/AOM to prevent:1. missing or unreadable placards
2. placards providing misleading information with significant effect on flight safety
 |       |       |
| A-9 | Interior Emergency Lightning and Marking | CAT.IDE.A.275Part-26 26.120 | Periodic inspection based on operating experience of emergency exit locator signs, marking signs and passageway floor lightning regarding luminescence (brightness) |       |       |
| A-10 | Electronic Flight Bag | SPA.EFB.100(b)(3)(iv)AMC 20-25A | Routine maintenance of the EFB system including (if applicable):1. power supply
2. mounting device
3. EFB battery

according to the instructions for continued airworthiness published by the TC/STC holder  |       |       |
| A-11 | Terrain Awareness Warning Systems (TAWS) | SIB 2017-14 | Ensure that TAWS functions which are part of already installed avionics equipment are not inhibited or disabled. The AMP should also include measures to ensure those functions are not affected. |        |       |
| A-12 | Other Equipment not covered by TC Holder Maintenance Requirements | CAT.IDE.A.100CAT.IDE.H.100 | Additional maintenance requirements for items such as:1. portable electronic devices carried by flight crew or cabin crew
2. non-installed passenger entertainment equipment
3. any other item that requires periodic maintenance and is not covered by any TC/STC holder maintenance requirement

according to the instructions for continued airworthiness published by the manufacturer (if applicable) |        |       |
| A-13 | First-Aid Kit | AMC2 CAT.IDE.A.220 | First-aid kit to be periodically inspected, checked for correct content, stowage, installation and expiry date |        |       |
| A-14 | Emergency Medical Kit / Automatic External Defibrillators | AMC4 CAT.IDE.A.225SIB 2018-03 | Emergency medical kit and AED to be periodically inspected, checked for correct contet, stowage, installation and expiry date.Serviceability of the AED should be ensured especially with regard to the batteries. Periodical checks in accordance with the manufacturer's instructions should be included in the AMP. |        |       |
| A-15 | Fan Cowl Door Loss Prevention | SIB 2015-15 | Pre-take-off procedures shall be amended to ensure that all maintenance actions involving the opening/closing, removal and re-installation, or replacement of a fan cowl door is brought to the attention of the flight crew of the affected aeroplane before the next flight of that aeroplane | Pre-Flight Check |       |

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| A-16 | De-Icing Fluids | SIB 2015-27 | Potential Adverse Effect of Alkali Organic Salt-based Aircraft De-Icing Fluids on Anti-Icing Holdover Protection and Potential Aircraft Corrosion:Aeroplane operators should preferably avoid the use of "Type I" fluids that could negatively affect the hold-over time provided by the anti-icing fluid in a two-step de-icing operation.If "Type I" fluids cannot be avoided, a pre-take-off contamination check as described in AEA Recommendations should be performed. | Pre-Flight Check |       |
| A-17 | Catalytic Oxidation of Aircraft Carbon Brakes due to Runway De-Icers | SIB 2008-19 | Detailed visual inspection of the wheel carbon brake rotors and stators acc. AMM at each landing gear wheel removalNOTE: in absence of an AMM task, the carbon brake should be inspected for obvious damage | each wheel removal |       |
| A-18 | Hydrostatic Test Requirement for Pressure Vessels Installed on an Aircraft | SIB 2015-11 | Ensure that hydrostatic test requirements for pressurised bottles are correctly reflected in the AMP considering possible sources for requirements:1. MRBR: tasks are applicable to all aircraft
2. national requirements: tasks are only applicable to aircraft or operator under the concerned jurisdiction
3. vendor / equipment manufacturer recommendations: task should be considered as per operator’s procedures
 |        |       |
| A-19 | Fuel/Oil System Contamination Checks | Requirement acc. M.A.302(d)(1) | Fuel/Oil/Hydraulic fluid to be periodically checked for contamination;Fuel/Oil system water drain checks to be carried out.NOTE: in absence of manufacturer's recommendations, the frequency of water drain checks shall be defined in the AMP |       |       |
| A-20 | Fuel System Maintenance based on Fuel Specifications | Requirement acc. M.A.302(d)(1) | Verification of maintenance intervals of fuel system components based on the usage of fuel specifications, e.g. TS 1 (GOST 10227-86) |        |       |
| **Maintenance Recommendations** |
| R-1 | Drinking Water Inspection(Potable Water only) | Trinkwasserverordnung(Drinking Water Directive) | Analysis of the potable water quality acc. "Trinkwasserverordnung"; periodic disinfection of the potable water system (incl. tank, lines and faucets) shall be defined. |       |       |
| R-2 | Periodic Weighing | CAT.POL.MAB.100(b)NCC.POL.105 | Description of the concept for establishing the mass and the centre of gravity of any aircraft (individual A/C vs. fleet masses).NOTE: variations in accordance with item 25 are not applicable to periodic weighing tasks, such variations should be compliant to regulation (EU) 965/2012 |       |       |
| R-3 | Properly Inflated aircraft tyres | SIB 2013-10 | For all aircraft not covered by Part-26 a tyre pressure check shall be implemented reflecting the TC holder requirements for properly inflated aircraft tyres.NOTE: If not specified by the TC holder, a tyre pressure check depending on operating environment and operator’s experience should be defined  |       |       |

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| **Helicopter Operations only** |
| H-1 | Operations without an assured safe forced landing capability | CAT.POL.H.305 | Reference to the relevant CAME chapter (recommended)orDefinition of procedures for:1. downloading and analysis of the recorded parameters of the usage monitoring system (UMS) including:
	1. a sufficient frequency of downloading
	2. subsequent maintenance actions (if applicable)
2. preventive maintenance actions recommended by the helicopter or engine manufacturer as follows:
3. engine oil spectrometric and debris analysis (as appropriate)
4. engine trend monitoring, based on available power assurance checks
5. engine vibration analysis (plus any other vibration monitoring systems where fitted)
6. oil consumption monitoring.

NOTE: mandatory for SPA.HEMS operations and other CAT operations without an assured safe forced landing capability |       |       |
| H-2 | Night Vision Imaging Systems (NVIS) | SPA.NVIS.110 & GM1 SPA.NVIS.110(f) | Maintenance of Night Vision Imaging Systems (NVIS)Periodic maintenance of the NVIS in accordance with applicable maintenance manual procedures |       |       |
| H-3 | MaintenanceFlight Crew Authorisation | 145.A.30(j)(4) | If flight crews are authorised to perform certain maintenance tasks, e.g. installation/removal of mission equipment, role change tasks, first/last flight of the day check:1. provide a list of these tasks
2. reference to the relevant CAME and/or OM chapter to prove that the flight crew holds a limited certification authorisation to perform these maintenance tasks
 |       |       |
| H-4 | Cycle Counting | Requirement acc. M.A.302(d)(1) | Reference to the relevant CAME chapter (recommended)orProcedure to ensure that the cycle counting reflects all possible configurations of all aircraft covered by the AMP including references to the relevant source documents, e.g. AMMNOTE: non-compliance with cycle counting requirements may result in non-compliance with airworthiness limitations |       |       |

**Signature (PCA): \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**