



## MAINTENANCE PROGRAMME CHECKLIST

The purpose of the Maintenance Programmes Compliance Checklist is to assist owners / operators with a view to ensuring that Maintenance Programmes submitted to the CAD for approval are standardised and include all items that are required by MCAR-M.302, AMC MCAR-M.302 and also other additional required items. This checklist, when completed, should be submitted with the draft maintenance programme (two copies).

This document includes all the relevant information as detailed in MCAR-M Section 2, Acceptable Means of Compliance (AMC), the format of which may be modified to suit the operator's preferred method. In all cases the checklist should clearly show either compliance (Yes) & location of the compliance in the notes section or not applicable (No) & the reason in the notes section.

The specific tasks and the relevant control procedures shall be included as specified in the Maintenance Programme (MP) or Continuing Airworthiness Management Exposition/Maintenance Organization Exposition (CAME/MOE) of the operator. The relevant cross-references shall be specified in the notes column at the appropriate paragraphs and the correct term MP, CAME or MOE shall be used. It is not acceptable to leave MP/CAME/MOE as the reference heading.

The checklist is provided to ensure the minimum required items are contained in the Maintenance Programme. It should be enhanced as necessary to suit the aircraft's needs; operational, utilisation & environmental.

AOC Number:

Operators Name:

CAME/MOE Ref:

Amendment Status:

Details of the previous maintenance programme:

Appendix 1 to AMC MCAR-M.302

		COMPLIANCE			
		Yes	No	Notes	
<b>1</b>	<b>GENERAL REQUIREMENTS</b>				
<b>1.1</b>	<b>Maintenance Programme Basic Information</b>				
	1.1.1	The type/model/ and registration number of the aircraft			
		The type/model of the engines			
		The type/model of the propellers, where applicable			
		The type/model of the auxiliary power units, where applicable			
	1.1.2	The name and address of the owner, operator, MCAR-M Subpart G approved organisation managing the aircraft airworthiness			
	1.1.3	The maintenance programme reference, the date of issue and issue number			
	1.1.4	A signed statement. See Appendix 1 to this document			
	1.1.5	Contents list			
		List of effective pages			
		Revision status of the document			
1.1.6	Check periods for anticipated utilisation; include a utilisation tolerance of not more than 25%. Where utilisation cannot be anticipated, calendar time limits should also be included				
1.1.7	Procedures for escalation of established check periods where applicable & acceptable to the CAD				
1.1.8	Provision to record the date and reference of approved amendments incorporated in the maintenance programme				
1.1.9	Details of pre-flight maintenance tasks that are accomplished by maintenance staff				
1.1.10	The tasks and the periods (intervals / frequencies) at which inspections should be carried out, including type and degree of inspection of the:				

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		a. Aircraft			
		b. Engine(s)			
		c. APU			
		d. Propeller(s)			
		e. Components			
		f. Accessories			
		g. Equipment			
		h. Instruments			
		i. Electrical and radio apparatus			
	1.1.11	The periods at which components should be:			
		a. Checked			
		b. Cleaned			
		c. Lubricated			
		d. Replenished			
		e. Adjusted			
		f. Tested			
	1.1.12	Details of ageing aircraft system requirements together with any specified sampling programmes, if applicable			
	1.1.13	Details of specific structural maintenance programmes where issued by the type certificate holder, if applicable, including but not limited to:			
		a. Maintenance of structural integrity by Damage Tolerance and Supplemental Structural Inspection Programmes (SSID)			
		b. Structural maintenance programmes resulting from the SB review performed by the TC holder			
		c. Corrosion prevention and control			
		d. Repair Assessment			
		e. Widespread Fatigue Damage			
	1.1.14	Details of Critical Design Configuration Control Limitations together with appropriate procedures, if applicable			

	1.1.15	Statement of the limit of validity in terms of total flight cycles/calendar dates/flight hours for the structural programme in 1.1.13, if applicable			
	1.1.16	The periods at which overhauls should be made			
		The periods at which replacements should be made			
	1.1.17	A cross-reference to other documents approved by the type certificate issuing authority which contains the details of maintenance tasks related to:			
		a. Mandatory life limitations.			
		b. Certification Maintenance Requirements (CMR's), if applicable			
		c. Airworthiness Directives (AD)			
		To prevent inadvertent variations to such tasks or intervals these items should not be included in the main portion of the maintenance programme document, or any planning control system, without specific identification of the above items mandatory status			
	1.1.18	Details of, or cross-references to, any required reliability programme or statistical methods of continuous Surveillance			
	1.1.19	A statement that practices and procedures should be the standards specified by the TC holder's instructions. In the case of approved practices and procedures that differ, the statement should refer to them			
	1.1.20	Each maintenance task quoted (i.e. inspections - detailed, scan, general) should be defined in a definition section			
<b>2</b>	<b>PROGRAMME BASIS</b>				
	2.1.	Is the programme based upon the MRB report, the TC holder's maintenance planning document or Chapter 5 of the maintenance manual?			
	2.2	For newly type-certificated aircraft comprehensively appraise the manufacturer's recommendations (MRB report)			
	2.3	For existing aircraft types, comparisons with maintenance programmes previously approved			

	2.4	If CDCCL have been identified for the aircraft type by the TC/STC holder, maintenance instructions should be developed. CDCCL's are characterised by features in an aircraft installation or component that should be retained during modification, change, repair, or scheduled maintenance for the operational life of the aircraft or applicable component or part.			
<b>3</b>	<b>AMMENDMENTS</b>				
	3.1.	Amendments (revisions) to reflect changes: See Appendix 2			
		a. In the TC holder's recommendations			
		b. Introduced by modifications			
		c. Introduced by repairs			
		d. Discovered by service experience			
		e. As required by the CAD			
<b>4</b>	<b>PERMITTED VARIATIONS TO MAINTENANCE PERIODS</b>				
	4.1	Vary the periods through a Procedure approved by the CAD?			
		Vary the periods with the approval of the CAD (see appendix 3)?			
<b>5</b>	<b>PERIODIC REVIEW OF MP CONTENTS</b>				
	5.1.	Periodic review to ensure that the programme reflects current:			
		a. TC holder's recommendations			
		b. Revisions to the MRB report if applicable			
		c. Mandatory requirements			
		d. Maintenance needs of the aircraft			
	5.2	Annual review defined			
<b>6</b>	<b>RELIABILITY PROGRAMMES</b>				
<b>6.1</b>	<b>Applicability</b>				
	6.1.1	Developed in the following cases:			
		a. Programme is based upon MSG-3 logic			
		b. Programme includes condition monitored components			

	6.1.2	c. Programme does not contain overhaul time periods for all significant system components			
		d. Specified by the Manufacturer's MPD or MRB			
		Need not be developed in the following cases:			
		a. Programme is based upon the MSG-1 or 2 logic (only hard times or on condition items)			
		b. Not a large aircraft (= or < 5700 kgs MTWA or single engined helicopter)			
		c. Programme provides overhaul time periods for all significant system components			
	6.1.3	Operator may develop own reliability monitoring programme			
<b>6.2</b>	<b>Applicability, Small Fleets</b>				
	6.2.1	Less than 6 aircraft of the same type			
	6.2.2	Reliability programme is irrespective of the fleet size			
	6.2.3	Tailor reliability programmes to suit the size and complexity of operation			
	6.2.4	Use of "Alert levels" should be used carefully			
	6.2.5	When establishing a reliability programme, consider the following:			
		a. Focus on areas where a sufficient amount of data is likely to be processed			
		b. How is engineering judgement applied?			
	6.2.6	Pool data and analysis (paragraph 6.6 specifies conditions)			
	6.2.7	If unable to pool data / additional restrictions on the MRB/MPD tasks intervals specified			
<b>6.3</b>	<b>Engineering Judgement</b>				
	6.3.1	Are there appropriately qualified personnel (with appropriate engineering experience and understanding of reliability concept) for the reliability programme?			

<b>6.4</b>	<b>Contracted Maintenance</b>				
	6.4.1	Maintenance programme / may delegate certain functions to the MCAR-145 organisation			
	6.4.2	These are:			
		a. Developing the maintenance and reliability programmes			
		b. Collection and analysis of the reliability data			
		c. Providing reliability reports			
		d. Proposing corrective actions to MCAR-M Subpart G organisation			
	6.4.3	Approval to implement a corrective action remains the MCAR-M Subpart G organisation prerogative and responsibility			
	6.4.4	The arrangement between the MCAR-M Subpart G organisation and the MCAR-145 organisation should be specified in the maintenance contract (see appendix 11) and the relevant CAME, and MOE procedures.			
<b>6.5</b>	<b>Reliability Programme</b>				
6.5.1	Objectives				
	6.5.1.1	Statement summarising the prime objectives of the programme including at least the following			
		a. Recognise the need for corrective action			
		b. Establish what corrective action is needed			
		c. Determine the effectiveness of that action			
	6.5.1.2	The extent of the objectives should be directly related to the scope of the programme			
	6.5.1.3	All MSG-3 related tasks are effective and their periodicity is adequate			
6.5.2	Identification of Items				
	The items controlled by the programme should be stated				
6.5.3	Terms and Definitions				
	Significant terms and definitions should be clearly identified				

6.5.4	Information sources and collection				
	6.5.4.1	Sources of information should be listed and procedures for the transmission of information from the sources, together with the procedure for collecting and receiving it, should be set out in detail in the CAME or MOE as appropriate.			
	6.5.4.2	Type of information to be collected should be related to the objectives, examples of the normal prime sources:			
		a. Pilots Reports			
		b. Technical Logs			
		c. Aircraft Maintenance Access Terminal / On-board readouts			
		d. Maintenance Worksheets			
		e. Workshop Reports			
		f. Reports on Functional Checks			
		g. Reports on Special Inspections			
		h. Stores Issues/Reports			
		i. Air Safety Reports			
		j. Reports on Delays and Incidents			
	k. Other sources: i.e. ETOPS, RVSM, CAT II/III				
	6.5.4.3	Due account of Continuing Airworthiness information promulgated under MCAR-21			
6.5.5	Display of Information				
	Information displayed graphically or tabular or a combination				
	6.5.5.1	Provisions for "nil returns"			
	6.5.5.2	Where "standards" or "alert levels", information oriented accordingly			
6.5.6	Examination, analysis and interpretation of the information				
	Method for examining, analysing and interpreting the information should be explained				

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	6.5.6.1	Methods of examination may be varied according to the content & quantity of information of individual programmes			
	6.5.6.2	The whole process should enable a critical assessment of the effectiveness of the programme as a total activity. May involve:			
		a. Comparisons of operational reliability with established or allocated standards			
		b. Analysis and interpretation of trends			
		c. Evaluation of repetitive defects			
		d. Confidence testing of expected and achieved results			
		e. Studies of life-bands and survival characteristics			
		f. Reliability predictions			
	6.5.6.3	g. Other methods of assessment			
		Range and depth of engineering analysis should be related to the particular programme and facilities available. At least the following should be taken into account:			
		a. Flight defects and reductions in operational reliability			
		b. Defects - line and main base			
		c. Deterioration observed during routine maintenance			
d. Workshop and overhaul findings					
e. Modification evaluations					
f. Sampling programmes					
g. Adequacy of maintenance equipment and publications					
h. Effectiveness of maintenance procedures					
6.5.6.4	i. Staff training				
	j. Service bulletins, technical instructions, etc				
6.5.6.4	Contracted maintenance -arrangements established and details for information input included				
6.5.7	Corrective Actions				

	6.5.7.1	Procedures and time scales for implementing corrective actions and for monitoring the effects of corrective actions should be fully described & could include:			
		a. Changes to maintenance , operational procedures or techniques			
		b. Changes requiring amendment of the approved maintenance programme?			
		c. Amendments to approved manuals			
		d. Initiation of modifications			
		e. Special inspections / fleet campaigns			
		f. Spares provisioning			
		g. Staff training			
		h. Manpower and equipment planning			
	6.5.7.2	The procedures for effecting changes to the maintenance programme should be described, and the associated documentation should include a planned completion date for each corrective action, where applicable			
6.5.8	Organisational Responsibilities				
	Organisational structure and the department responsible for the administration of the programme should be stated. The chains of responsibility for individuals and departments in respect of the programme, together with the information and functions of any programme control committees should be defined				
6.5.9	Presentation of information to the CAD				
	The following information should be submitted to CAD for approval as part of the reliability programme:				
	a. Format and content of routine reports				
	b. Time scales for production of reports together with their distribution				
	c. The format and content of reports supporting request for increases in periods between maintenance (escalation) and for amendments to the approved maintenance programme. These reports should contain sufficient detailed information to enable CAD to make its own evaluation where necessary.				

<b>6.5.10</b>		<b>Evaluation and Review</b>			
		Describe procedures and individual responsibilities - continuous monitoring of the effectiveness of the programme			
	6.5.10.1	Procedures for revising the "standards" or "alert levels".			
	6.5.10.2	Although not exhaustive, criteria to be taken into account during the review includes:			
		a. Utilisation (high / low / seasonal)			
		b. Fleet commonality			
		c. Alert Level adjustment criteria			
		d. Adequacy of data			
		e. Reliability procedure audit			
		f. Staff training			
		g. Operational and maintenance procedures			
<b>6.5.11</b>		<b>Approval of organisation to implement MP changes arising from the reliability programme results</b>			
		a. Does the reliability programme monitor the content of the maintenance programme in a comprehensive manner?			
		b. Is appropriate control exercised by the owner / operator over the internal validation of such changes?			
<b>6.6</b>		<b>Pooling Arrangements</b>			
	6.6.1	Pooling information - must be substantially the same, including:			
		a. Certification / modification / SB compliance			
		b. Operational Factors			
		c. Maintenance factors			
	6.6.2	Is there a substantial amount of commonality / has the CAD agreed?			
	6.6.3	Is the aircraft on short-term lease (less than 6 months)? CAD may grant more flexibility			

	6.6.4	Changes to any MCAR-M Subpart G organisation requires assessment in order that the pooling benefits can be maintained			
	6.6.5	Reliability programme managed by the aircraft manufacturer if agreed by the CAD			
<b>7</b>	<b>CAD REQUIREMENTS</b>				
7.1	Details of who may issue a CRS				
7.2	Define which inspections/checks are considered to be base maintenance				
7.3	Maintenance Requirements, in the absence of specific recommendations. See Appendix 4				
	7.3.1	Aircraft battery capacity check/deep cycle?			
	7.3.2	Emergency equipment			
	7.3.3	Emergency escape provisions:			
		a. Portable valise type life-rafts			
		b. Door & escape chutes/slides			
		c. Emergency exits / hatches			
	7.3.4	Flexible hoses			
	7.3.5	Fuel / oil system contamination checks			
	7.3.6	Pressure vessels			
	7.3.7	Seat belts and harnesses			
	7.3.8	- deleted -			
	7.3.9	Vital points and control systems			
	7.3.10	(Intentionally Left Blank)			
	7.3.11	Maintenance applicable to special operations approvals, if applicable:			
		AWOPS			
		MNPS			
		RVSM			
		ETOPS			

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		Offshore operations			
		HEMS			
		Transport of dangerous goods			
		Other (Specify) ...			
	7.3.12	Customer furnished equipment			
	7.3.13	(Intentionally Left Blank)			
	7.3.14	Mandatory requirements - airworthiness directives			
	7.3.15	Flight data recorder systems			
	7.3.16	Transponder			
	7.3.17	In-flight entertainment systems (IFE)			

Completed by:

Signed:

Date:

**APPENDIX 1: SUGGESTED OPERATOR'S CERTIFICATION STATEMENT**

In the preparation of this Maintenance Programme to meet the requirements of MCAR-M, 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 scheduled maintenance of the aeroplane(s). The operator undertakes to ensure that these aeroplanes will continue to be maintained in accordance with this programme.

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 CAD from time to time where these new or amended regulations may override elements of this programme.

It is understood that compliance with this programme alone does not discharge the operator from ensuring that the programme reflects the maintenance needs of the aeroplane, such that continuing safe operation can be assured. It is further understood that the CAD reserves the right to suspend, vary or cancel approval of the Maintenance Programme if the CAD has evidence that the requirements of the Maintenance Programme are not being followed or that the required standards of airworthiness are not being maintained.

Name: .....

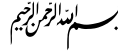
Position: .....

Signed: .....

For and on behalf of operator: .....

Date: .....

**NOTE:** The post holder identified above is either the Accountable Manager for an AOC operator's MCAR-M subpart G organisation, a nominated post holder within the MCAR-M subpart G organisation when the aircraft's continuing airworthiness is contracted to an approved organisation or the aircraft owner when the aircraft's continuing airworthiness is not contracted to an approved organisation.



Civil Aviation Department  
Male', Republic of Maldives

CAD Form 981C-1

**APPENDIX 2: MAINTENANCE PROGRAMME AMENDMENT APPROVAL SUBMISSION**

CAD Programme Ref: ..... Issue No: ..... Aircraft Type: .....  
Operators Programme Ref: ..... Issue Date: ..... Amendment No: .....

Item	Action to be taken	Justification	CAD Remarks
1. Introduction Page A	Replace with new page dated .....	Introduction of new check cycle	
2. Introduction Page B	Replace with new page dated .....	Introduction of Aircraft Registration 8Q-.....	
3. Page 45 - Item E12	Replace with new page dated .....	Revision of forward and aft pressure bulkhead inspection requirements. In accordance with manufacturer's latest requirements	

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

Signed: ..... Position: ..... Date: .....

Organisation: ..... On behalf of: .....

The above requested amendments are approved, with the exception of:

.....  
.....

Signed on behalf of CAD: ..... Date: .....

Note: When completed this form should be returned to the Civil Aviation Department, 7th Floor, P.A Complex, Hilaalee Magu, Male' 20307, Republic of Maldives, together with MRF/US\$ ..... being the fee payable in accordance with MCAR-187.

Cheques should be made payable to 'Civil Aviation Department' and cheques should be drawn on a bank in the United States of America. If the organisation wishes to pay by Telex Transfer, the bank details of CAD is available upon request.

Receipt No: ..... (CAD use only)

### APPENDIX 3 - PERMITTED VARIATIONS TO MAINTENANCE PERIODS

(To be included in the operator's Continuing Airworthiness Management Exposition/Maintenance Organisation Exposition)

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, which 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 less
	ii	More than 1 year but less than 3 years 2 months
	iii	More than 3 years 3 months
c	Items Controlled by Landing/Cycles	
	i	500 Landing/Cycles or less 10% or 25 Landing/Cycles, whichever is less
	ii	More than 500 Landing/Cycles 10% or 500 Landing/Cycles, whichever is less
d	Items Controlled by More than 1 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.	

#### NOTES

1. The variations permitted above do not apply to:

- a. 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.
- b. Those tasks included in the Maintenance Programme, which have been classified as mandatory by the Type Certificate holder or the CAD.
- c. Certification Maintenance Requirements (CMR) unless specifically approved by the manufacturer and agreed by the CAD.

2. New or amended regulations may override these conditions.

## APPENDIX 4 - ADDITIONAL MAINTENANCE REQUIREMENTS

(Reference MCAR- M.302 (d) 1)

7.3.1 AIRCRAFT BATTERY CAPACITY CHECKS - Aircraft batteries shall be maintained in accordance with the manufacturer's recommendations. In the absence of any manufacturer's instructions the following periods apply.

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

7.3.2 EMERGENCY EQUIPMENT - The required Emergency Equipment will be maintained to a programme based on the equipment manufacturer's recommendations. In addition, the following requirements are complied with in the Maintenance Programme:

Emergency equipment is to be checked for correct complement, stowage, installation and expiry date(s) at suitable periods.

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

7.3.3 EMERGENCY ESCAPE PROVISIONS (as applicable)

- a) Portable Valise Type Life rafts. At the appropriate Overhaul Period, 10% of all life rafts installed in fleets will be test inflated using system bottle and release mechanisms.
- b) Door and Escape Chutes/Slides.
- 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 manufacturer's specific recommendations these occur at suitable periods not exceeding 6 months elapsed time.

7.3.4 FLEXIBLE HOSES - Flexible hoses shall be inspected, overhauled or life limited in accordance with the manufacturer's recommendations.

In the absence of manufacturer's recommendations, refer UKCAA CAP 562 leaflet 1-8, Storage Conditions for Aeronautical Supplies dated July 1, 1990 or later revisions.

7.3.5 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

Fuel system water drain checks are to be carried out in accordance with MME/MOE procedures.

The procedures shall be in accordance with the manufacturer's recommendations. In the absence of manufacturer's recommendations, the frequency of the water drain checks shall be approved by the CAD

7.3.6 PRESSURE VESSELS - Oxygen/Nitrogen pressure vessels are to be overhauled or tested in accordance with manufacturer's recommendations. In the absence of any such recommendations the periods specified in British Standard Institute Standard (BSI) BS5430 are applied.

7.3.7 SEAT BELTS AND HARNESSSES - In the absence of manufacturer's recommendations, all installed seat belts and harnesses shall be subject to a programme of Detailed Visual Inspection at periods not exceeding 6 months.

7.3.8 Additional requirements

Air Safety Circular AW 12 dated August 3, 2000 or later revisions

7.3.9 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.

7.3.10 (Intentionally Left Blank)

7.3.11 MAINTENANCE APPLICABLE TO SPECIFIC AEROPLANE OPERATIONS - The Maintenance Programme contains the necessary tasks required to ensure continued compliance with additional special authorisations/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-engined aeroplanes (ETOPS)
- Offshore operations
- Helicopter Emergency Medical Service (HEMS)
- Transportation of Dangerous Goods
- Other (Specify)

7.3.12 CUSTOMER FURNISHED EQUIPMENT (CFE/VFE/BFE) - The Maintenance Programme contains the necessary tasks required to ensure continued airworthiness of additional equipment fitted to this aircraft.

7.3.13 (Intentionally Left Blank)

7.3.14 MANDATORY REQUIREMENTS - AIRWORTHINESS DIRECTIVES

Reference AMC MCAR-M.302 (5)

Procedures are in place to assess all ADs on a continuing basis for applicability to aircraft maintained to this Maintenance Programme.

7.3.15 FLIGHT DATA RECORDER SYSTEMS

Reference CAA CAP 731

Approval, Operational Serviceability and Readout of Flight Data Recorder Systems

The Maintenance Programme should contain the necessary tasks required to ensure that the Flight Data Recorder System(s) remain serviceable with regard to the parameters to be recorded and the duration of recording. CAA CAP 731, at the latest revision, provides an acceptable means of compliance in this regard.

7.3.16 TRANSPONDER

7.3.17 IN-FLIGHT ENTERTAINMENT SYSTEMS (IFE)

Reference UK CAA Civil Aircraft Airworthiness Information and Procedures, CAP 562, Leaflet 5-12

Continuing Airworthiness and Safety Standards of Passenger Service and In-Flight Entertainment Systems.

With regard to M.A.302 (d) 1 CAP 562 Leaflet 5-12 provides the competent authority instructions, specific to IFE installations, which should be addressed and form part of the periodic programme review.