

# FIJI AERONAUTICAL INFORMATION CIRCULAR



Civil Aviation Authority of Fiji  
Private Bag (NAP0354), Nadi Airport  
Fiji  
Tel: (679) 6721 555; Fax (679) 6721 500  
Website: [www.caafi.org.fj](http://www.caafi.org.fj)

**AIC 03/07**  
Effective  
24 NOV 2007  
**AIRW**

**ANR 13(2), 13(9), 13(10)(a), 13(11) refers.**

**AIC 05/98 IS CANCELLED BY THE ISSUANCE OF THIS AIC**

## **ESCALATED OPERATING TIME BETWEEN OVERHAULS FOR PRATT & WHITNEY CANADA PT6 ENGINE SERIES**

### **1. INTRODUCTION**

- 1.1 Established operators of PT6 engines in Fiji have previously been maintaining certain PT6 engines under their approved On Condition Maintenance Programmes (OCMP). AIC 05/98 was the basis for approval of all On Condition Maintenance Programmes in the Fiji Islands.
- 1.2 This AIC replaces AIC 05/98 as Pratt & Whitney Canada will no longer endorse requests for On Condition Maintenance Programs for PT6 models. The Civil Aviation Authority of the Fiji Islands (the Authority) has subsequently replaced the OCMP with a fixed time between overhaul (TBO) maintenance program.
- 1.3 The Authority is prepared to consider applications from established operators of PT6 engines in the Fiji Islands for approval of an escalated time before overhaul based on the current Pratt & Whitney Canada recommendations for the engine and engine accessory maintenance including periodic hot section inspections and overhaul intervals.
- 1.4 To be consistent with existing Authority policy on acceptable aircraft Airworthiness design codes in AIC 4/98 and acceptance of aircraft components Authorized Release Certificates in AIC 03/99, the Authority may consider applications for ANR145C approval from non-Pratt & Whitney Canada (P&WC) approved overhaul facilities. These shall be subject to further requirements referred to in paragraph 3.3.

### **2. CONDITIONS FOR ACCEPTANCE**

- 2.1 For the purposes of acceptance by the Authority an Escalated Engine Maintenance Programme (EEMP) is considered unique to an operator. The program must comply with all the manufacturers' recommendations.

- 2.2 The Operator and its contracted ANR145C maintenance organisation must have the capability to monitor, administer and perform the program correctly as determined by audits carried out by the ANR145C Aircraft Maintenance Organization's Quality Department.
- 2.3 The program must contain the conditions for the entry of engine modules into the program. This will include engines on the operator's existing fleet and any new engines entering the fleet.
- 2.4 Where engine overhaul and repair is outside the scope of the Operators ANR145C maintenance organisation they shall be carried out and certified only by organisations approved for the purpose by the Authority.
- 2.5 Any new amendments or alternative arrangements to the program must have prior approval by the Authority.

### **3. ACCEPTANCE**

- 3.1 After ensuring compliance with all the recommendations of Pratt & Whitney Canada, the Operator shall submit the proposed Escalated Engine Maintenance Program (EEMP) to the Authority for acceptance together with an amendment to the approved aircraft maintenance schedule for its inclusion.
- 3.2 Foreign Engine Overhaul Facilities that hold Pratt & Whitney Canada approval are considered by the Authority to be already approved. Operators who use these shops may continue to apply to the Authority for further incremental escalations to their existing TBO periods.
- 3.3 The following requirements apply specifically to Operators opting to use foreign National Aviation Authority (NAA) approved Engine Overhaul facilities for overhaul/repairs (e.g. FAA, Transport Canada or EASA):
  - (1) **From 1<sup>st</sup> January, 2008** all PT6 engines requiring engine overhaul and/or repair outside the scope of the Fiji Operator's contracted ANR145C maintenance organisation approval shall ensure that all such work be undertaken and certified only by organisations approved for the purpose by the Authority.
  - (2) CAAFI approval of these shops will be in the form of an ANR145C Approval Certificate with supplementary conditions outlined in the related Approved Maintenance Organization Exposition.
  - (3) **Until 1<sup>st</sup> January, 2008** all Operators of PT6 engines currently on escalated Time Between Overhauls (TBOs) shall ensure that their preferred Engine Overhaul facility shall hold the necessary Authority

ANR145C approval. All initial and on-going costs incurred by the Authority in approving the Engine Overhaul facility shall be reimbursed by the Operator.

- (4) Operators who use these non-P&WC approved foreign overhaul shops may not apply to the Authority for any further incremental escalations to that already granted to them by the Authority.

#### **4. CONTINUATION**

- 4.1 The Operator's contracted ANR145C approved maintenance organisation shall make provision for the inclusion in their organizational audit plan of their adherence to and the correct operation of the Escalated Engine Maintenance Program (EEMP). The audit reports shall be submitted by the contracted ANR145C approved maintenance organization's Quality Department directly to the Authority.

#### **5. FAILURE TO COMPLY WITH THE AIC**

- 5.1 Failure to comply with the approved Escalated Engine Maintenance Program (EEMP), to maintain the manufacturer's recommendations and/or to comply with the findings of the ANR 145C approved maintenance organization's Quality Department will render the approval of the Operators Escalated Engine Maintenance Program (EEMP) invalid. This may lead to a reversion to the Basic Fixed Time Between Overhauls for the operator's engines.

*The circular is issued for information guidance and necessary action.*