

The purpose of this Standard Maintenance Practice is to ensure that the introductory pages of Maintenance Schedules are reasonably consistent and, where applicable, include the following items. Minor variation in the wording is acceptable providing that the intention remains clear.

1 ANNUAL UTILISATION AND MAINTENANCE REVIEW

- 1.1 In the preparation of the Maintenance Schedule Reference XXX.... to meet the requirements of the Air Navigation Regulations (ANR) and the applicable CAAF Standard Documents, the recommendations made by the constructors and manufacturers have been evaluated and, where appropriate, have been incorporated. It is agreed that it is a duty of the Operator or his contracted Maintenance Organisation that subsequent maintenance recommendations, including airworthiness information promulgated in Service Bulletins, Service Letters, etc., issued by the constructors and manufacturers, should be evaluated and, where appropriate, should be incorporated in this Schedule by approved amendment procedures.
- 1.2 The periods/frequencies of the maintenance tasks in this Schedule are generally based on an anticipated annual utilization of ... flying hours and large variations in the annual utilization of individual aircraft could invalidate the effectiveness of certain tasks. If the annual utilization varies by more than 25% from the anticipated, the Operator accepts that he, or his contracted maintenance organisation, must review the maintenance tasks and periods with a view of making any necessary adjustments.
- 1.3 In addition to variations in utilization, the data contained in this Schedule will be reviewed at least annually by the Operator, or his contracted Maintenance Organisation, to ensure that the detailed requirements continue to be valid in the light of operating experience.

2 MAINTENANCE SCHEDULE APPLICABILITY

This Maintenance Schedule is applicable only to the following aircraft:-

Registration	Type	Serial No.

NOTE: Any changes in aircraft applicability must have prior approval by the CAAF.

3 FLYING TIMES

All periods in this Schedule quoted in 'hours flying' are to be calculated and recorded on a 'Take-Off to Touch-Down' basis.

4 CERTIFICATION OF MAINTENANCE

Attention is drawn to the necessity of ensuring that the appropriate Certification of Maintenance is completed. The requirements are specified in the CAAF Approval Document and Endorsements relating to this Schedule.

5 PERMITTED VARIATIONS TO MAINTENANCE PERIODS

The periods prescribed by this Schedule may be varied subject to the conditions and limits contained in Appendix A.

6 AIRWORTHINESS DIRECTIVES AND MANUFACTURER'S SERVICE INFORMATION

- 6.1 Operators are required to institute a system for the assessment of continuing airworthiness information. This information will originate from the Responsible Authority of the State of Manufacture in the form of Airworthiness Directives (or documents of comparable intent) and from the constructor/manufacturer in the form of Service Bulletins, Letters, Information Leaflets, etc. resulting from In-Service-experience.

- 6.2 Compliance with the mandatory requirements of the Responsible Authority of the country of origin must be achieved unless this requirement is varied by the CAAF.
- 6.3 Continuing Airworthiness and other Service Information must be continuously evaluated by the Operator or the contracted Maintenance Organisation and, where necessary, appropriate action must be taken to amend the Maintenance Schedule.

7 GAS TURBINE ENGINE PARTS SUBJECT TO RETIREMENT OR ULTIMATE (SCRAP) LIVES

The Operator or the contracted Maintenance Organisation will establish a procedure for the review of gas turbine engine parts subject to retirement or ultimate (scrap) lives at intervals not exceeding twelve months.

8 FATIGUE LIVES AND MANDATORY LIFE LIMITATIONS

- 8.1 Structural 'fatigue' lives published by the constructor/manufacturer or by the CAAF are mandatory for aircraft on Fiji register. The CAAF may vary the lives published by the constructor/manufacturer or itself publish a life.
- 8.2 All other life limitations classified as mandatory by the constructor/manufacturer must also be observed unless varied by the CAAF.

9 MAINTENANCE PRACTICES AND PROCEDURES

- 9.1 The practices and procedures necessary to accomplish the requirements of this Schedule, or work resulting its application, should be, as a minimum, to the standards recommended in (a) relevant Maintenance, Overhaul and Repair Manuals and where applicable (b) UK CAA Civil Aircraft Airworthiness Information and Procedures.
- 9.2 CVR/FDR maintenance requirements where required by the Air Navigation Regulations as amended. Maintain in accordance with the equipment manufacturer's recommendations. In the absence of any specific recommendation the CAAF should be contacted for guidance related to the specific installation. The Operator shall in all cases provide a data record for retention purposes every 12 months.

10 ALL VITAL POINTS AND CONTROL SYSTEMS

- 10.1 Whenever inspections are made or work is undertaken on vital points in 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 work area are clean and unobstructed.
- 10.2 If, as a result of the application of this Schedule, any part of either the main or any associated system is dismantled, 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 Standard Document – Airworthiness of Aircraft- Chapter **6-2**.

11 FUEL SYSTEM CONTAMINATION CHECKS

The following check must be made to establish that fuel systems are free from contamination:-

Fuel system water drain checks are to be carried out at periods not exceeding 24 hours elapsed time and in accordance with Company instruction.

NOTE: The operator must be satisfied with the quality of all fuel taken on board his aircraft, particularly in respect of water contamination and monitor the supplier's quality performance.

12 PORTABLE VALISE TYPE LIFERAFTS

At the appropriate Overhaul Period ten percent of all life rafts/life jackets installed in fleets using system bottle and release mechanism are to be inflated and tested. Ensure that deployment and inflation is satisfactory.

13 AREA OR ZONAL INSPECTION

Where the term 'AREA' or "ZONAL' is used in this Schedule, this is to be interpreted to mean that a general visual inspection is made for general condition, security and leaks in the structure, systems and components

and their installation in the specified zone or area. The inspection must be of sufficient depth to establish that any significant deterioration is identified and rectified to ensure that the general quality/condition of the zone/area is satisfactory until the next higher inspection becomes due.

14 INSPECTION STANDARDS

- 14.1 Unless otherwise stated, all inspection requirements are to be applied without removing an item from the aircraft or dismantling the item, group or sub-assembly unless dismantling is considered essential in order to ensure airworthiness. Where dismantling is required by this Schedule, this is stated against the item concerned.
- 14.2 All significant terms and abbreviations used within this Schedule to define each maintenance task are defined in accordance with the Type Certificate holder's definitions, current JAR, CAAF MRD definitions or, in the absence of formal definitions, those quoted in World Airlines Technical Operations Glossary.
- 14.3 The inspection standards applied to individual task inspections must meet the requirements of the Type Certificate holder's recommended standards and practice. In the absence of specific manufacturers' guidance, refer to UK CAA CAP 562 (Civil Aircraft Airworthiness Information and Procedures) or FAA AC 43-13-1A Aircraft Inspection and Repair or other approved data, as appropriate.

15 CONDITION MONITORED MAINTENANCE/RELIABILITY PROGRAMME

The method of data collection, analysis, corrective actions and reporting specified for the implementation of this programme is prescribed in the current Document 'CMM/Reliability Programme', which constitutes part of this Approved Maintenance Schedule.

APPENDIX A PERMITTED VARIATIONS TO MAINTENANCE PERIODS

- 1 The operator or their contracted Maintenance Organisation, may vary the periods prescribed by this Schedule provided that such variations are within the limits of sub-paragraphs (a) to (e) of this Appendix.
2. Variations shall be permitted only when the periods prescribed by this Schedule (or documents in support of this Schedule) cannot be complied with due to circumstances which could not reasonably have been foreseen by the Operator or by the contracted Maintenance Organisation.
3. The decision to vary any of the prescribed periods shall be taken only by the Quality Manager or person of equivalent status on behalf of the Operator or the contracted Maintenance Organisation. Particulars of every variation so made shall be entered in the appropriate Log Book(s).

(a) Items Controlled by Flying Hours

<i>Period Involved</i>	<i>Maximum Variation of the Prescribed Period</i>
(i) 5000 flying hours or less	10%
(ii) More than 5000 flying hours	500 flying hours

(b) Items Controlled by Calendar Time

<i>Period Involved</i>	<i>Maximum Variation of the Prescribed Period</i>
(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>Period Involved</i>	<i>Maximum Variation of the Prescribed period</i>
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| (i) 500 landings/cycles or less | 10% or 25 landings/cycles, whichever is the lesser |
| (ii) More than 500 landings/cycles | 10% or 50 landings/cycles, whichever is the lesser |

(d) 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 restricted limit shall be applied.

(e) Items Already Subject to CAAF Trial Extension Programme

For an item already subject to an agreed CAAF trial extension programme, the trial period may be varied by a maximum of 50 flying hours only provided that such a variation is not specifically excluded by the agreed trial extension programme.

NOTES: (1) A CAAF direction may override these conditions.

(2) The variations permitted do not apply to:-

- (a) Those components for which an ultimate (scrap) or retirement life has been prescribed (e.g. primary structure or components with limited fatigue lives and high energy rotating parts of which containment is not provided). Details concerning all items of this nature are included in the manufacturer's documents or manuals.
- (b) Those periods included in the maintenance schedule which have been classified as mandatory by the CAAF.