CIVIL AVIATION AUTHORITY OF NEPAL
AIRWORTHINESS INSPECTION DIVISION
Checklist for Approval / Revision of Maintenance Program

The purpose of the Maintenance Program Compliance Checklist is to assist owners / operators with a view to ensuring that Maintenance Program submitted to the CAA Nepal for approval are standardized and include all items that are required by NCAR M.A.302, AMC M.A.302 and also other additional required items. This checklist, when completed, should be submitted with the draft maintenance program (two copies).

This document includes all the relevant information as detailed in Appendix-I to the Acceptable Means of Compliance (AMC M.A.302), 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 Program (MP) or Continuing Airworthiness Management Exposition/Maintenance Organization Exposition (CAME/MOE) of the operator/ Subpart G Organization managing the aircraft. 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 Program. It should be enhanced as necessary to suit the aircraft's needs; operational, utilisation & environmental.

AOC Number:

Owner/ Operators Name:

CAME/MOE Ref:

Amendment Status:

Details of the previous maintenance program:

			COMPLIA		
			Yes	No	Notes
1.	**GENERAL REQUIREMENTS**				
	1.1	**Maintenance Program Basic Information**			
	1.1.1	The type/model/ and registration number of the aircraft			
		The type/model of the engines			
		The type/model of the propellers, if applicable			
		The type/model of the auxiliary power units, if applicable			
	1.1.2	The name and address of the owner, operator or NCAR Part M Subpart G approved organisation managing the aircraft airworthiness			
	1.1.3	The maintenance program reference, the date of issue and issue number			
	1.1.4	A statement signed by the owner, operator or NCAR Part M Subpart G Organization. (See Appendix-1)			
	1.1.5	Contents			
		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 CAA Nepal			
	1.1.8	Provision to record the date and reference of approved amendments incorporated in the maintenance program			
	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 each part together with the associated systems and installations should be inspected, including type and degree of inspection of the:			
		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 program, if applicable.			
	1.1.13	Details of specific structural maintenance program 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 Program (SSID).			
		b. Structural maintenance program resulting from the SB review performed by the TC holder.			
		c. Corrosion prevention and control (CPCP)			
		d. Repair Assessment.			
		e. Widespread Fatigue Damage			
	1.1.14	Details of Critical Design Configuration Control Limitations (CDCCL) 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 program 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)			
		Note: *To prevent inadvertent variations to such tasks or intervals these items should not be included in the main portion of the maintenance program 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 program or statistical methods of continuous Surveillance			
	1.1.19	A statement that practices and procedures to satisfy the program should be to the standards specified by the TC holder's Maintenance 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			
	1.1.21	If applicable, details of Critical Design Configuration Control Limitations together with appropriate procedures.			
2.	**PROGRAMME BASIS**				
	2.1	Is the program 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 (and the MRB report, where applicable), together with other airworthiness information, in order to produce a realistic program for approval.			
	2.3	For existing aircraft types, comparisons with maintenance program 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 characterized 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.			
	2.5	The Aircraft maintenance Program must establish compliance with:			
		a) Instructions for continuing Airworthiness issued by TC and STC holders etc.			
		b) Instructions issued by CAA Nepal if they differ from the above			
		c) Instructions issued by owner/operator and approved by CAA Nepal if they differ above			
3.	**AMMENDMENTS**				
	3.1	Amendments (revisions) to the approved maintenance program should be made 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 CAA Nepal			
4.	**PERMITTED VARIATIONS TO MAINTENANCE PERIODS**				
	Not applicable to items identified in 1.1.17				
	4.1	Vary the periods prescribed by the program with the approval of CAA Nepal?			
	4.2	Vary the periods through a procedure developed in the maintenance program and approved by CAA Nepal?			
5.	**PERIODIC REVIEW OF MAINTENANCE PROGRAM CONTENTS**				
	5.1	The approved maintenance program should be subjected to periodic review to ensure that they 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	The detailed requirements (AMP) should be reviewed at least annually for continued validity in light of operating experience			
6.	**RELIABILITY PROGRAM**				
	6.1	**Applicability**			
	6.1.1	A reliability program should be developed in the following cases:			
		a. Program is based upon MSG-3 logic			
		b. Program includes condition monitored components			
		c. Program does not contain overhaul time periods for all significant system components			
		d. Specified by the Manufacturer's MPD or MRB			
	6.1.2	Need not be developed in the following cases:			
		a. Program 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. Program provides overhaul time periods for all significant system components			
	6.1.3	Operator may develop own reliability monitoring program			
	6.2	**Applicability, Small Fleets**			
	6.2.1	A fleet of less than 6 aircraft of the same type			
	6.2.2	Reliability program is irrespective of the NCAR Part-M Subpart G organization fleet size			
	6.2.3	Tailor reliability program to suit the size and complexity of operation			
	6.2.4	"Alert levels" should be used carefully			
	6.2.5	An NCAR Part M Subpart G organization of a small fleet of aircraft, when establishing a reliability programme, consider the following:			
		a. Focus on areas where a sufficient amount of data is likely to be processed			
		b. Engineering Judgement has been considered accordingly			
	6.2.6	Pool data and analysis with one or more other NCAR Part M Subpart G Organization (paragraph 6.6 specifies conditions)			
	6.2.7	If unable to pool data / additional restrictions on the MRB/MPD tasks intervals specified			
	6.3	**Engineering Judgement**			
	6.3.1	With regards to engineering judgement, sufficiently qualified personnel with appropriate engineering experience and understanding of reliability concept)?			
	6.4	**Contracted Maintenance**			
	6.4.1	NCAR Part M Subpart G organization may delegate certain functions to the NCAR Part-145 organisation under contract.			
	6.4.2	These are:			
		a. Developing the maintenance and reliability program			
		b. Collection and analysis of the reliability data			
		c. Providing reliability reports			
		d. Proposing corrective actions to NCAR Part-M Subpart G organisation			
	6.4.3	Regarding the implementation of a corrective action the NCAR Part-M Subpart G organisation remains prerogative and responsible			

	6.4.4	The arrangement between the NCAR Part-M Subpart G organisation and the NCAR Part-145 organisation should be specified in the maintenance contract and the relevant CAME, and MOE procedures.			
	6.5	**Reliability Program**			
	6.5.1	Objectives			
	6.5.1.1	A statement summarising the prime objectives of the program to include the following			
		a. to recognise the need for corrective action			
		b. to establish what corrective action is needed			
		c. to determine the effectiveness of that action			
	6.5.1.2	The extent of the objectives should be directly related to the scope of the program			
	6.5.1.3	The reliability program should monitor effectiveness and periodicity of all MSG-3 related tasks.			
	6.5.2	Identification of Items			
		The items controlled by the program should be stated e.g. by ATA Chapters			
	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	The type of information to be collected should be related to the objectives of the Program and allow further assessment. The following are examples of the normal prime sources:			
		a. Pilots Reports			
		b. Technical Logs			
		c. Aircraft Maintenance Access Terminal / On-board maintenance systems 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 originated by the Type Design holder			
	6.5.5	Display of Information			
		Information displayed graphically or tabular or a combination of both. The format allow identification of trends, specific highlights and related events			
	6.5.5.1	Information includes provisions for "nil returns"			
	6.5.5.2	Displayed "standards" or "alert levels", should be oriented accordingly			
	6.5.6	Examination, analysis and interpretation of the information			
		Methods for examining, analysing and interpreting the program information should be explained			
	6.5.6.1	Methods of examination of information may be varied in content and quality of information			
	6.5.6.2	The process should enable a critical assessment of the effectiveness of the program as a total activity. Such a process 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			
		g. Other methods of assessment			
		h. Stores Issues/ Reports			
		I. Reports on Delays and Incidents			
		j. Other Sources: i.e. ETOPS, RVSM, CAT II/III			
	6.5.6.3	The range and depth of engineering analysis and interpretation should be related to the particular program and to the facilities available:			

		a. Flight defects and reductions in operational reliability			
		b. Defects occurring on-line and at main base			
		c. Deterioration observed during routine maintenance			
		d. Workshop and overhaul findings			
		e. Modification evaluations			
		f. Sampling program			
		g. The adequacy of maintenance equipment and publications			
		h. The effectiveness of maintenance procedures			
		i. Staff training			
		j. Service bulletins, technical instructions, etc			
	6.5.6.4	The arrangements for availability and continuity of contracted maintenance and/or overhaul facilities established and details included			
	6.5.7	Corrective Actions			
	6.5.7.1	The procedures and time scales for implementing corrective actions should be described, and should correct any reduction in reliability. They may lead to:			
		a. Changes to maintenance , operational procedures or techniques			
		b. Maintenance changes which will require amendment of the approved maintenance program. This may include escalation or de-escalation of tasks, addition, modification or deletion of tasks.			
		c. Amendments to approved manuals (AMM)			
		d. Initiation of modifications			
		e. Special inspections of 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 program should be described, and the associated documentation should include a planned completion date for each corrective action, where applicable			
	6.5.8	Organisational Responsibilities			

		a) Organisational structure and the department responsible for the administration of the program should be stated. The chains of responsibility for individuals and departments in respect of the program, together with the information and functions of any program control committees should be defined.			
		b) Chain of responsibility for individuals and departments			
		c) Amendments to approved manuals (e.g. AMM)			
		d) Initiation of modifications			
	6.5.9	Presentation of information to the CAA Nepal			
		The following information should be submitted to CAA Nepal for approval as part of the reliability program:			
		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 request for increases in periods between maintenance (escalation) and for amendments to the approved maintenance program. These reports should contain sufficient detailed information to enable CAA Nepal to make its own evaluation where necessary			
	6.5.10	Evaluation and Review			
		Describe procedures and individual responsibilities in respect of continuous monitoring of the Program, including time periods and procedures for effectiveness of the program			
	6.5.10.1	Procedures for revising the “standards” or “alert levels”.			
		Responsibilities for monitoring and revising with associated time scales			
	6.5.10.2	Although not exhaustive, following list gives guidance on the criteria to be taken into account during the review:			
		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			
	6.5.11	Approval of organisation to implement Maintenance Program changes arising from the reliability program results			

		a. Does the reliability program monitors the content of the maintenance program in a comprehensive manner?			
		b. Is appropriate control exercised by the owner / operator over the internal validation of such changes?			
	6.6	**Pooling Arrangements**			
	6.6.1	Data's derived from pooling arrangement have to be substantially the same, to keep the resulting analysis on consistent and reliable level. The following needs to be considered:			
		a. Certification / modification / SB compliance			
		b. Operational Factors			
		c. Maintenance factors			
	6.6.2	Is there a substantial amount of commonality / has the CAA Nepal agreed?			
	6.6.3	Is the aircraft on short-term lease (less than 6 months)? CAA Nepal may grant more flexibility against 6.6.1			
	6.6.4	Changes to any NCAR Part-M Subpart G organisation requires assessment in order that the pooling benefits can be maintained			
	6.6.5	Reliability program managed by the aircraft manufacturer if agreed by the CAA Nepal			
7.	**CAA Nepal Requirements**				
	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-3)			
	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	CAP 562			
	7.3.9	Vital points and control systems			
	7.3.10	Maintenance applicable to special operations approvals, if applicable:			
		AWOPS			
		MNPS			
		PBN			
		RVSM			
		ETOPS			
		EFB			
		Transport of dangerous goods			
		Other (Specify) …			
	7.3.11	Customer furnished equipment			
	7.3.12	Mandatory requirements – airworthiness directives			
	7.3.13	Flight data recorder systems			
	7.3.14	Transponder			
	7.3.15	In-flight entertainment systems (IFE)			
	7.3.16	Cockpit Voice Recorders			
	7.3.17	Compass Swing			
8.	**Human Factor**				
	8.1	Refer to ICAO DOC 9824 "Human Factor Guidelines for Aircraft Maintenance Manual Appendix G to Chapter 3 Document Design for Aircraft Maintenance for general guidelines in preparation of Maintenance Program and ensure following has been taken into consideration during preparation of Maintenance program			
	8.1.1	Ensure consistency in the design of procedures and use of terminology, abbreviation, reference, etc.			
	8.1.2	Ensure involvement of maintenance personnel who have a good working knowledge for procedure design and changes for preparation of Maintenance program			
	8.1.3	Ensure that the order of the tasks and steps reflect best practice, with the procedure clearly stating where the order of steps is critical and where the order is optional			

	8.1.4	Ensure maintenance task and intervals take into account natural human performance and limitations of the aircraft maintenance technicians (i.e. are the tasks achievable with the available human resources and technical capabilities under the prevailing work conditions			
	8.1.5	Ensure special trainings or equipment requirements for structural integrity and/or condition monitoring program available to aircraft maintenance technicians performing the task			
	8.1.6	Ensure that all key information is included without the procedure being unnecessarily complex			
	8.1.7	Ensure procedure are accurate, appropriate and usable and they reflect best practices			
	8.1.8	Ensure avoidance of cross-referring where possible			
	8.1.9	Ensure Logical flow are clear, using a flowchart if necessary			
	8.1.10	Ensure use of Diagram or photograph where applicable			
	8.1.11	Ensure list and tables are properly cross-referred			
	8.1.12	Ensure consideration has been taken in account the environment in which the procedures are to be used			
	8.1.13	Ensure if the order of steps is not already dictated, consider ordering the steps according to logic or space (e.g. working around the aircraft sequentially, as with a pilot's checklist) as opposed to alphabetical or ATA chapter order			
	8.1.14	Ensure Grouping of steps into chunks and plan for interruptions. Training to staff to complete a chunk of steps before allowing themselves to be interrupted and design the procedure in such a way that it can be marked when and where an interruptions occurs			
	8.1.15	Ensure that a complete or chunk of information is on one page. Where a procedure runs to more than one page, make this clear			
	8.1.16	Ensure clear titles at the top of each page and sections of the procedures. Where the procedure has been changed, highlight this change where appropriate (with a line or the letter "R" at the side of the page), and note the revision date at the buttom of the page.			
	8.1.17	Ensure use of warning, cautions or notes to highlight important points and steps where errors are likely. These should be clearly visible at attract attention of reader.			
	8.1.18	Ensure distinguish between directive information, reference information, warnings, cautions, notes, procedures and methods			

	8.1.19	Ensure enough space if information needs to be entered			
	8.1.20	Ensure that printing/copy quality is good and that there are enough printers, copiers, etc			
	8.2	Information Readability (Typographic Layout)			
	8.2.1	Ensure Page Size, Page Layout, Justification, Paragraph and Indention, Spacing, Type Face, Type Size, Emphasis, Responses, color, Pagination, Letter and Numbers, words, abbreviations are as per ICAO DOC 9824			
	8.2.2	Ensure presence of feedback system so that users are aware how to correct an erroneous entry.			

Completed By:

Signed:

Date:

Verified By (*For CAA Nepal*):

Signed:

Date:

APPENDIX 1: SUGGESTED OPERATOR'S CERTIFICATION STATEMENT

In the preparation of this Maintenance Program to meet the requirements of NCAR Part-M, the recommendations made by the airframe constructors and engine, APU, Propeller and equipment manufacturers have been evaluated and, where appropriate, have been incorporated.

This Maintenance Program lists the tasks and identifies the practices and procedures, which form the basis for the scheduled maintenance of the aeroplane(s)/helicopter (s). The NCAR Part M Subpart G organization /operator undertake to ensure that these aeroplane(s) / Helicopter (s) will continue to be maintained in accordance with this program.

The data contained in this program will be reviewed for continued validity at least annually in the light of operating experience and instructions from the CAA Nepal whilst taking into account new and /or modified maintenance instructions promulgated by the type certificate and supplementary type certificate holders and any other organization that publishes such data.

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

It is understood that compliance with this program alone does not discharge the operator from ensuring that the program reflects the maintenance needs of the aeroplane, such that continuing safe operation can be assured. It is further understood that the CAA Nepal reserves the right to suspend, vary or cancel approval of the Maintenance Program if the CAA Nepal has evidence that the requirements of the Maintenance Program 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 NCAR Part M subpart G organisation, a nominated post holder within the NCAR Part M subpart G organisation when the aircraft's continuing airworthiness is contracted to an approved organisation or the aircraft owner when the aircrafts continuing airworthiness is not contracted to an approved organisation.

APPENDIX 2: MAINTENANCE PROGRAMME AMENDMENT APPROVAL SUBMISSION

CAA Nepal Program Ref: ..... Issue No: ..... Aircraft Type: ..... Operators Program Ref: ..... Issue Date: ..... Amendment No: .....

ITEM	Action to be taken	Justification	CAA Nepal Remark
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 9N-	
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 Program 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 CAA Nepal.
Signed: ..... Position: ..... Date: ..... Organisation: ..... On behalf of: .....

The above requested amendments are approved,

with the exception of:.....

Signed on behalf of CAA Nepal:.....

Date: .....

Note: *When completed this form should be returned to the Airworthiness Inspection Division, Flight Safety Standards Department, CAA Nepal. Sinamangal, Kathmandu, Nepal.*

APPENDIX 3 - ADDITIONAL MAINTENANCE REQUIREMENTS (Reference NCAR Part M.A.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 program based on the equipment manufacturer's recommendations. In addition, the following requirements are complied with in the Maintenance Program:

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. Shall be maintained in accordance with the manufacturer's recommendations

c) Emergency Exits/Hatches. All emergency exits and hatches are functioned by both internal and external means at periods specified in this Maintenance Program. 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 CAMMOE/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 CAA Nepal.

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 HARNESSES - In the absence of manufacturer's recommendations, all installed seat belts and harnesses shall be subject to a program of Detailed Visual Inspection at periods not exceeding 6 months.

7.3.8 CAP 562. Civil Aircraft Airworthiness Information and Procedures (CAAIPs) detail additional maintenance requirements.

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.
If, as a result of the application of tasks associated with the program, 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 an independent inspection in accordance with point M.A. 402, Part M and associated AMC.

7.3.10 MAINTENANCE APPLICABLE TO SPECIFIC AEROPLANE OPERATIONS - The Maintenance Program 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)

Transportation of Dangerous Goods

Other (Specify)

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

7.3.12 MANDATORY REQUIREMENTS – AIRWORTHINESS DIRECTIVES

Reference: NCAR Part M AMC M.A.302

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

7.3.13 FLIGHT DATA RECORDER SYSTEMS

Approval, Operational Serviceability and Readout of Flight Data Recorder Systems.

The Maintenance Program 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, FOR at the latest revision, provides an acceptable means of compliance in this regard.

7.3.14 TRANSPONDER

The Correct Mode S address should be periodically confirmed for each transponder installed on the aircraft, via a field test set at an appropriate maintenance opportunity (not to exceed a 2 year periodicity). This task should be incorporated into the Approved Maintenance Program.

7.3.15 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 CAAIP 562 Leaflet 5-12 provides the competent authority instructions specific to IFE installations, which should be addressed and form part of the periodic program review.

7.3.16 COCKPIT VOICE RECORDERS

The Maintenance Program should contain the necessary tasks required to ensure that the Cockpit Voice Recorder (CVR) system remains serviceable. In the absence of maintenance tasks being prescribed by the TC/STC holders or original equipment manufacturer, the guidance provided in the referenced leaflet should be followed.

7.3.17 COMPASS SWING

The Maintenance Program should contain the necessary tasks required to ensure that the Compass Swing is carried out as per manufacturer's recommendation. In the absence of any manufacturer's instructions the following periods apply.
1 year for compasses in aircraft intended for IFR flight or Commercial Air Transport.
2 years for aircraft intended only for VFR flight and not to be flown at night or for instrument flight training.