



1 INTRODUCTION

- 1.1 The purpose of this Standard Maintenance Practice is to identify the maintenance requirements for aircraft that are not operated for the purpose of commercial air transport. The maintenance of the aircraft including its engines, propellers and equipment (as applicable) shall be in accordance with the Type Certificate holder's inspection standards, recommended maintenance programme or schedule and the requirements of this form where the manufacturer's schedules may not encompass the additional maintenance items covered by this form.
- 1.2 It is the responsibility of the operator to ensure that this document is completed and submitted to the CAAF Air Safety Department for approval.
- 1.3 The contents of this document shall not be amended without the approval of the Civil Aviation Authority of Fiji except where changes only affect Appendix B.

2 MAINTENANCE PROGRAMME REFERENCE

Manufacturer's manual Reference	Airframe	Engine	Propeller
	...	840795 (1).....
Revision Status	037.....	840017 (2).....

Note: See also Appendix A for equipment etc.

2.1 MAINTENANCE SCHEDULE APPLICABILITY

Aircraft type	Aircraft registration(s)	Aircraft serial number(s)
AS 355-F1.....	DQ-HFJ.....	5295.....
.....

3 COMPLIANCE STATEMENT

The contents of this schedule and its associated appendices address the manufacturer's minimum maintenance requirements for the aircraft listed above.

Organisation/ Person Signature Date
 Operator

<p>CAAF Use Only</p> <p>CAAF Schedule Approval Reference. MS/ CAAF/AWD/375...CAAF Stamp</p>

4 ANNUAL UTILISATION AND MAINTENANCE REVIEW

- 4.1 In order to meet Fiji requirements where appropriate, the recommendations made by the constructors and manufacturers as amended, have been evaluated and where appropriate are included. It is the duty of the owner/operator or his contracted maintenance organisation to ensure that subsequent maintenance recommendations, including airworthiness information promulgated in Airworthiness Directives, Service Bulletins, Service Letters, Maintenance Manuals, and other regulatory material as issued by the State of Manufacture or notified by the CAAF are evaluated for applicability to this approved schedule.

4.2 Anticipated annual utilisation ...500..... (flying hours)/750..... (flight cycles).

If the annual utilisation varies by more than 25% from that anticipated, the operator accepts that he, or his contracted maintenance organisation, must review the maintenance tasks and periods with a view to making any necessary adjustments.

Note: If the manufacturer produces a special utilisation (e.g. low utilisation) or a schedule based on a specific annual utilisation then this must be used. If this does not align with the anticipated annual utilisation stated above, then the operator accepts that he, or his contracted maintenance organisation, must review the maintenance tasks and periods with a view to making any necessary adjustments.

5 PRE-FLIGHT INSPECTIONS

These checks are to be carried out in accordance with the aircraft flight or operations manual, or as specified in the manufacturer's maintenance schedule.

6 TYRE MAINTENANCE

Tyre reliability is dependent on regular checks being carried out. The pre-flight inspection should include a check of the tyres for condition and correct inflation.

7 AVIONIC INSTALLATIONS

7.1 In the absence of the aircraft manufacturer's maintenance requirements for Radio Navigation and Communication equipment, and Radar equipment, an appropriate programme of maintenance shall be included.

7.2 Compass systems will require check swings at periods not exceeding;

- (i) for aircraft of 5700 kg MTWA or below, 2 years.
- (ii) for aircraft above 5700 kg MTWA, 3 years.

Where the aircraft system uses an inertial reference system which can be used to cross check compass error in flight, this requirement may be varied subject to approval by the CAAF.

8 CVR/FDR

Where required by the Air Navigation Regulations as amended.

8.1 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.

8.2 The Operator shall in all cases provide a data record for retention purposes every 12 months.

9 BATTERY CAPACITY CHECK

Routine capacity checks should be carried out in accordance with manufacturer's instructions and periods where specified; or the following periods shall apply.

- Lead acid Battery - 3 months.
- Ni-Cad Battery - 4 months.

10 SAFETY EQUIPMENT

Where the aircraft is required to carry safety equipment this should be checked for serviceability at regular intervals. Overhaul and retirement periods are those specified by the equipment manufacturer.

11 MODIFICATIONS TO AIRCRAFT

- 11.1 Where equipment has been fitted to the aircraft after original manufacture, e.g. autopilots, flight directors etc, the Supplementary Maintenance Appendix A, is required to be amended to take into account the equipment manufacturer's requirements.
- 11.2 Where the aircraft structure has been modified from the original design standard, this must be taken into account when assessing the maintenance requirements.

12 FATIGUE LIVES AND MANDATORY LIFE LIMITATIONS (INCLUDING ENGINES)

All fatigue lives and mandatory life limits published by the constructor/manufacturer or by the CAAF shall be complied with. The CAAF may vary the lives published by the constructor/manufacturer or itself publish a life.

13 CORROSION OF AIRCRAFT STRUCTURES

Where the manufacturer makes no specific reference to corrosion control programmes, this should be taken into accounts when inspecting for condition. The assessment may require adjustment of maintenance programme periods. The application of corrosion inhibitors during maintenance may significantly improve the durability of the airframe.

14 SUPPLEMENTARY MAINTENANCE APPENDIX

The attached Supplementary Maintenance Appendix A, should contain the equipment manufacturer's maintenance requirements, a list of reference material including equipment manuals, service bulletins (SB), STCs modifications etc. and any life limitations.

The attached Supplementary Maintenance Appendix B, should contain Maintenance Tasks arising from SBs, SLs, and other service information as required by the operator.

15 CERTIFICATION OF MAINTENANCE

- 15.1 The certificate of release to service for checks carried out in accordance with the manufacturer's programme, should cross refer to the CAAF Maintenance Schedule Approval reference number.
- 15.2 An annual review of the maintenance shall be completed. The review shall as a minimum, include the following items:
1. Confirmation of mandatory modification, ADs and inspection status.
 2. Audit of aircraft records.
 3. Conformity with CAAF approved maintenance schedule.
 4. Conformity with CAAF approved aircraft radio installation.
 5. Review of outstanding deferred defects.
 6. Evaluate the effectiveness of the maintenance schedule in addressing the maintenance needs of the aircraft.
 7. Review of aircraft and equipment life limits.

15.3 On successful completion of the annual review a Certificate of Maintenance shall be issued:-

CERTIFICATE OF MAINTENANCE
Aircraft Type..... AS355
Nationality and Registration Mark..... DQ-HFJ
CAAF Approved Maintenance Schedule Reference... MS/CAAF/AWD/375
<p>Certified that the maintenance of this aircraft including its engines together with its equipment and radio station has been carried out in accordance with the Approved Maintenance Schedule as required by the Air Navigation Regulations for the time being in force.</p>
The next Certificate of Maintenance is due..... 04/09/13 or 4640.7
Signed.....
Authorisation No.....
Date.....
Organisation.... Helicopters Fiji
<p>This certification shall be made in accordance with the requirements of the AW102C, Schedule Approval Document.</p>

16 PERMITTED VARIATIONS TO MAINTENANCE PERIODS

The periods prescribed by the manufacturer may be varied subject to the conditions and limits contained in Appendix C to this Form.

17 INSPECTION STANDARDS

- 17.1 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.
- 17.2 All significant terms and abbreviations used within this Programme to define each maintenance task are defined in accordance with the Type Certificate holder’s definitions, current JAR, CAAF SD definitions or, in the absence of formal definitions, those quoted in World Airlines Technical Operations Glossary.
- 17.3 The inspection standards applied to individual task inspections must meet the requirements of the Type Certificate holder’s recommended standards and practices. In the absence of specific manufacturers guidance, refer to CAAF Civil Aircraft Airworthiness Information and Procedures or FAA AC 43-13-1A Aircraft Inspection and Repair or other approved data, as appropriate.

SUPPLEMENTARY APPENDIX A
(Equipment Manufacturer's Maintenance Requirements, Life Limits
not covered by the Manufacturer's Maintenance Programme as set out in AW105B Paragraph 2)

DATE ENTERED	SYSTEM	DETAIL	REFERENCE INFORMATION

Signature of person submitting page

CAAF Approval and Date

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SUPPLEMENTARY APPENDIX B
(Additional Maintenance Required by the Operator in the form of SBs, SLs, and other Service Information)

DATE ENTERED	SYSTEM	DETAIL	REFERENCE INFORMATION

Signature of person submitting page

CAAF Approval and Date

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SUPPLEMENTARY APPENDIX C

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 not included in the manufacturer's programme within the limits of subparagraphs 3 (a) to (d) of this Appendix C.
2. Variations shall be permitted only when the periods prescribed by the manufacturer 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 with the exception of the Annual Maintenance Review shall be taken only by the Chief Inspector/Quality Manager or person of equivalent status acceptable as a signatory for the prescribed check, 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>
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- | | |
|----------------------------------|------------------|
| (i) 500 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>
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- | | |
|---|---|
| (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.

NOTES: (1) A CAAF directives 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.