RD-01

BAKIM PROGRAMI HAZIRLANMASI İÇİN REHBER DOKÜMAN

Revizyon No:	00
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GİRİŞ

Amaç

Bu rehber dokümanın amacı; Sürekli Uçuşa Elverişlilik Yönetimi Kuruluşu yetkisi kapsamında Hava aracı bakım programı oluşturulması ve tüm başlıkların yeterli seviyede incelenmesine rehberlik sağlamaktır.

Kapsam

Bu Prosedür; Sürekli Uçuşa Elverişlilik Yönetimi Kuruluşlarını kapsar.

Sorumlular

Uçuşa Elverişlilik Daire Başkanlığı, Sürekli Uçuşa Elverişlilik Kuruluşları Koordinatörlüğü, Sürekli Uçuşa Elverişlilik Yönetimi Kuruluşları Denetçileri

Revizyon Takip Çizelgesi

Revizyon Sebebi	Revizyon Tarihi	Revizyon No.
İlk yayın	12.03.2024	00

İlgili Mevzuat ve Prosedür

1	2920 Sayılı TSHK	19/10/1983
2	5431 Sayılı Kanun	18/11/2005
3	4 Sayılı CBK	15/07/2018
4	SHY-CA	05/11/2022
5	SHT-CAM	09/02/2023
6	SHY-21	20/08/2013
7	SHT-21	02/01/2024
8	UED-2022/1	10/02/2022
9	SHT-BPU	08/03/2023
10	SHT-OLAY	31/12/2012
11	UOD-2019/4	04/12/2019
12	SHT-OPS	01/10/2020

Kullanılan Kontrol Listeleri

1	FR.229 M AMP Kontrol Formu
2	FR.293 AMP Onayı Başvuru Kontrol Formu

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Doküman İle İlgili Açıklamalar

Dokümanın giriş bölümü dili Türkçe, Ek'de yer alan rehberin dili İngilizce olarak hazırlanmıştır.

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ABBREVIATION

AD:	Airworthiness Directives
ADS-B:	Automatic Depended Surveillance – Broadcast
ALI:	Airworthiness Limitations Items
ALS:	Airworthiness Limitations Section
AMC:	Acceptable Means of Compliance
AMM:	Aircraft Maintenance Manual
AMP:	Aircraft Maintenance Programme
AOC:	Air Operator Certificate
APU:	Auxiliary Power Unit
AWOPS:	All Weather Operations
CAME:	Continuing Airworthiness Maintenance Exposition
CAMO:	Continuing Airworthiness Management Organisation
CDCCL:	Critical Design Configuration Control Limitations
CMM:	Component Maintenance Manual
CMR:	Certification Maintenance Requirements
CPCP:	Corrosion Prevention and Control Program
DSG:	Design Service Goal
DTI:	Damage Tolerance Instructions
DGCA:	Directorate of General Civil Aviation (SHGM)
ESG:	Extended Service Goal
ETOPS:	Extended-range Twin-engine Operations Performance Standards
ETSO:	European Technical Standard Order
EWIS:	Electrical Wiring Interconnection Systems
FAL:	Fuel Airworthiness Limitations
FC:	Flight Cycles
FH:	Flight Hours
HUMP:	High Utilisation Maintenance Programme
ICA:	Instructions for Continued Airworthiness
L/HIRF:	Lightning/High Intensity Radiated Field
LLI:	Life Limited Items

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LOV:	Limit of Validity
LUMP:	Low Utilisation Maintenance Programme
LVO:	Low-Visibility Operations
MNPS:	Minimum Navigation Performance Specification
MPD:	Maintenance Planning Document
MRB:	Maintenance Review Board
MRBR:	Maintenance Review Board Report
MSI:	Maintenance Significant Items
OEM:	Original Equipment Manufacturer
RVSM:	Reduced Vertical Separation Minimum
SB:	Service Bulletins
SIB:	Safety Information Bulletin
SSI:	Structural Significant Items
STC:	Supplemental Type Certificate
STCH:	Supplemental Type Certificate Holder
TC:	Type Certificate
TCDS:	Type Certificate Data Sheet
TCH:	Type Certificate Holder
TR:	Temporary Revision
TR-TCO:	Turkish Technical Standard Order

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INTRODUCTION

Shgm AMP User Guide Applıcability And Scope

This User Guide is applicable to DGCA SHT-CAM Part-CAMO applicants (hereafter referenced to as “CAMO”) for which DGCA is the Continuing Airworthiness Management Organisation (CAMO) Competent Authority.

The provisions of this User Guide are complementary to the requirements of SHGM SHT-CAM Part-M and Part-CAMO regulations "as amended" and these provisions do not supersede or replace the associated regulatory requirements.

This User Guide is designed to provide guidance and to assist the CAMO in the production and management of their AMP.

DGCA Amp Compliance Checklist

DGCA has developed an AMP Compliance Checklist (FR.229 AMP Kontrol Formu) for the CAMO to demonstrate compliance with Part-M, M.A.302, AMC and Appendix I requirements.

Such a checklist could be also used as guidance by the CAMO to prepare a programme satisfactory for DGCA, thus reducing any potential inconsistencies.

A cross reference between the Checklist items and this User Guide can be found under each paragraph title.

The AMP Compliance Checklist needs to be compiled in each part for the Initial AMP issue. For any subsequent AMP Revisions/Temporary Revisions only the affected parts need to be filled in, identifying the remaining ones as “Not amended”.

DGCA AMP USER GUIDE OPENING NOTES

Unless otherwise specified, in this User Guide any reference to Type Certificate Holder’s (TCH) instructions shall be intended as covering both airframe and engine/propeller.

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0 AMP DOCUMENT FORMAT

0.1. AMP REFERENCE

DGCA FR.229 AMP Kontrol Formu Item 0.1

Considering that the AMP is a controlled document, it needs to have a unique reference identification. The format and content of such reference identification is totally at discretion of the CAMO.

0.2. LIST OF EFFECTIVE PAGES

DGCA FR.229 AMP Kontrol Formu Item 0.2

The List of Effective Pages is used as a page control system to ensure that every AMP page and, when used, appendices contain current information. This AMP section shall list, as minimum, the Chapter/Section of the AMP along with its actual number of pages and its Issue/Revision date.

0.3. APPROVAL SHEET

DGCA FR.229 AMP Kontrol Formu Item 0.3

1. This AMP section shall contain all the basic contact information about:
2. Clear identification of the document reference and current revision status.
3. Clear identification of the person(s) who developed and checked, as applicable, the AMP (Name, Position, Organisation, Signature, Date).
4. Clear identification of the person who indicates the acceptance of the AMP (Name, Position, Organisation, Signature, Date).
5. Reference to the type of approval (direct/indirect).
6. In case of an indirect approval, clear identification of the person who approved the revision of the AMP (Name, Position, Organisation, Signature, Date).

Note: When the AMP is directly approved by DGCA, the Approval Letter (or any similar proof of approval) shall be attached to the final document.

0.4. DISTRIBUTION LIST

DGCA FR.229 AMP Kontrol Formu Item 0.4

The Distribution List section shall include the distribution medium of the AMP (e.g., paper copy, electronic copy, digital delivery, etc.) along with each person or organisation performing aircraft maintenance, as minimum:

1. CAMO Postholder.
2. CAMO Engineering.
3. Quality Manager.
4. Contracted SHT-145 Maintenance Organizations.
5. CAMO Sub-Contractor (in case of valid contract in place).

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6. Approving Authority (DGCA).
7. Operator.
8. State of Registry Competent Authority.

Note: If the distribution list is contained in the Continuing Airworthiness Maintenance Exposition (CAME), a simple reference to the dedicated paragraph is also acceptable.

0.5. RECORD OF REVISIONS

DGCA FR.229 AMP Kontrol Formu Item 0.5

The Record of Revision is used to keep record of each AMP Issue/Revision and is normally arranged in table format.

This table shall contain as minimum:

1. The AMP Issue/Revision number.
2. The AMP Issue/Revision date.
3. The AMP approval type (direct/indirect).

0.6. RECORD OF EFFECTIVE TEMPORARY REVISIONS

DGCA FR.229 AMP Kontrol Formu Item 0.6

If Temporary Revisions (TR) are used, the Record of Temporary Revisions is used to keep record of all intermediate TR which are published between two successive AMP Issues/Revisions.

It is normally arranged in table format and shall contain as minimum:

1. The AMP TR number: this number shall provide direct understanding of the AMP Issue/Revision being amended by the TR.
2. The AMP TR date.
3. The AMP approval type (direct/indirect).

0.7. HIGHLIGHTS / SUMMARY OF CHANGES

DGCA FR.229 AMP Kontrol Formu Item 0.7

This section is used to list all the changes affecting the current AMP Issue/Revision or Temporary Revision.

The content can be arranged either in table or text format and shall contain as minimum:

1. The AMP section/appendix impacted.
2. A brief description of the change.

When AMP maintenance tasks are revised, each affected task has to be listed with the related description of the change. In this case, a dedicated Task Summary of Changes list/table could be also prepared.

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0.8. TABLE OF CONTENTS
DGCA FR.229 AMP Kontrol Formu Item 0.8

The Table of Contents (TOC) is an organized listing of all the sections and appendixes of the AMP.

For standardisation purposes and to facilitate the production of the AMP by the CAMO, DGCA recommends referring to this User Guide and to the DGCA AMP Compliance Checklist in order to define the Table of Contents.

The CAMO should, of course, customise the AMP to suit their needs and may add pages, paragraphs, sections or appendices as necessary.

0.9. DEFINITIONS, GLOSSARY, ABBREVIATIONS
DGCA FR.229 AMP Kontrol Formu Item 0.9

This section shall contain all the Definitions, Glossary and Abbreviations items used in the preparation of the AMP.

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1 AMP GENERAL REQUIREMENTS

1.1. PRODUCT IDENTIFICATION

DGCA FR.229 AMP Kontrol Formu Item 1.1

This section addresses the validity of the AMP.

It shall list all aircraft types/models (where relevant, the weight variant) and registration numbers covered by the AMP, including the types/models of the engines (where relevant, the thrust rating), Auxiliary Power Units (APU), propellers, and any Supplemental Type Certificates (STC).

Reference to any associated Type Certificate Data Sheets (TCDS) shall be included in this paragraph as well. The detailed list of aircraft managed by the AMP may be covered by a separate paragraph or document. In this last case, the AMP needs to mention the specific document including its reference and revision number and date. The document has to be referred to in the CAME.

1.2. RESPONSIBILITIES

DGCA FR.229 AMP Kontrol Formu Item 1.2

This section shall detail all the basic contact information about:

1. Name and address of the Operator(s)/Owner, including, if applicable, the Air Operator Certificate (AOC) number.
2. Name and address of the SHT-CAM Part-CAMO approved organisation responsible for the continuing airworthiness of the aircraft.

1.3. STATEMENT BY THE CAMO

DGCA FR.229 AMP Kontrol Formu Item 1.3

This section shall contain a statement signed by the CAMO managing the aircraft airworthiness to the effect that the specified aircraft will be maintained to the programme and that the programme will be reviewed and updated as required shall be included in the AMP.

The following statement (to be amended or adapted to the specific needs) is recommended for inclusion in the AMP:

In the preparation of this Maintenance Programme to meet the requirements of DGCA SHT-CAM Part-M, the recommendations made by the airframe, engine, APU, propeller 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) / helicopter(s). The Part-CAMO Organisation / Owner undertakes to ensure that the aeroplane(s) / helicopter(s) 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 and instructions from the DGCA whilst taking into account new and / or modified maintenance instructions promulgated by the Type Certificate and

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Supplementary Type Certificate Holders and any other Organisation that publishes such data in accordance with SHT-21.

It is accepted that this programme does not prevent the necessity for complying with any new or amended regulation published 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 CAMO from ensuring that the programme reflects the maintenance needs of the aeroplane(s) / helicopter(s), such that continuing safe operation can be assured.

It is further understood that the DGCA reserves the right to suspend, vary or cancel approval of the Maintenance Programme if the DGCA has evidence that the requirements of the Maintenance Programme are not being followed or that the required standards of airworthiness are not being maintained.

For and on behalf of the SHT-CAM CAMO Organisation / Owner:

[CAMO Organisation / Owner address and contact details]

Name .....

Position .....

Signed .....

Date .....

It's to be highlighted that the Post Holder identified above is either the Accountable Manager or a nominated Post Holder within the CAMO Organisation.

This statement shall be signed, as minimum:

1. Initially when the first issue of the AMP is approved.
2. At first transfer of documentation to DGCA, when the Agency is delegated as Competent Authority.
3. Any time there is change in the signatory staff.

1.4 PRACTICES AND PROCEDURES STATEMENT
DGCA FR.229 AMP Kontrol Formu Item 1.4

The AMP shall contain a statement that practices and procedures to satisfy the programme should be to the standards specified in the TCH's maintenance instructions.

In the case of approved practices and procedures that differ, the statement should refer to them.

1.5. AIRCRAFT UTILISATION
DGCA FR.229 AMP Kontrol Formu Item 1.5

This section shall define the annual aircraft utilisation forming the basis for the AMP approval.

As general rules:

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1. Aircraft utilisation has to be clearly stated and is usually expressed in Flight Hours (FH) and Flight Cycles (FC) ranges per year.
2. Details of aircraft utilisation is normally available in the TCH's Instructions for Continued Airworthiness (ICA), such as Maintenance Review Board Reports (MRBR) or Maintenance Planning Documents (MPD).
3. Where the aircraft utilisation is higher or lower than the range defined by the TCH's ICA, the CAMO shall establish a High/Low Utilisation Maintenance Programme (HUMP/LUMP) in accordance with TCH's instructions.

Where an anticipated annual aircraft utilisation is defined, it may include a tolerance of no more than 25%.

This information has to be clearly specified.

1. Where an anticipated annual aircraft utilisation cannot be defined, calendar time caps shall also be included.

1.6. LIMITATIONS OF THE MAINTENANCE PROGRAMME
DGCA FR.229 AMP Kontrol Formu Item 1.6

This section shall provide the definition for the different design limitations of the AMP and their related values in terms of total Flight Hours / Flight Cycles / Calendar Time, including (but not limited to):

1. Design Service Goal (DSG).
2. Extended Service Goal (ESG).
3. Limit of Validity (LOV).

Extensions of the limitations listed above might require complying with certain conditions published by the Type Certificate Holder.

1.7. REFERENCE DOCUMENTS
DGCA FR.229 AMP Kontrol Formu Item 1.7

This section shall contain a detailed list of all Reference Documents used to develop the AMP. It is normally arranged in table format and shall contain as minimum details about:

1. TCDS Data.
2. MRBR/MPD/AMM Chapter 05 (as applicable).
3. Airworthiness Limitations Sections (ALS – all parts).
4. Engine(s) Manuals, including ALS.
5. APU(s) Manuals, including ALS.
6. SHT-CAM Part-M.
7. SHT-OPS.
8. SHT-21.
9. UOD-2019/4.
10. Component Maintenance Manuals (CMMs).
11. Service Bulletins and Letters.

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12. Other TC/STC Holder ICAs.

Note: To prevent inadvertent variations to mandatory tasks or intervals, these items should not be included in the main portion of the AMP without specific identification of their mandatory status.

2 AMP BASIS AND CONCEPT

This AMP chapter shall provide detailed information regarding the programme's basis, with particular reference to the source documentation. In addition, specific operational requirements and maintenance regulations shall be included in this chapter as well.

2.1. PROGRAMME BASIS DESCRIPTION

DGCA FR.229 AMP Kontrol Formu Item 2.1

This section shall briefly describe the AMP basis, providing some basic details of the following (non-comprehensive list):

1. MRBR instructions (if applicable), with specific reference to:
   a) Maintenance Significant Items (MSI), including Failure Effect Categories
   b) Structural Significant Items (SSI)
   c) Standard/Enhanced Zonal analysis, including Electrical Wiring Interconnection Systems (EWIS)
2. Lightning/High Intensity Radiated Field (L/HIRF)
   a) TCH/STCH/Design Organization Approval (DOA) instructions
   b) Type Certification mandatory requirements (ALS), with specific reference to:
3. Airworthiness Limitation Items (ALI)
4. Certification Maintenance Requirements (CMR)
5. Life Limited Items (LLI)
6. Fuel Airworthiness Limitations (FAL)
   a) Corrosion Prevention and Control Program (CPCP)
   b) Engine(s) TCH instructions and mandatory requirements (Engine(s) ALS)
   c) Propeller TCH(s) instructions and mandatory requirements
   d) APU(s) TCH instructions and mandatory requirements (APU(s) ALS)
   e) Turkish Technical Standard Order (TR-TSO) instructions
   f) European Technical Standard Order (ETSO) instructions
   g) Operator/CAMO instructions

2.2. TASKS CLOCK STARTING POINT AND IMPLEMENTATION PERIODS

DGCA FR.229 AMP Kontrol Formu Item 2.2

This section shall provide detailed information regarding the clock starting point for calculation of the due dates or times of all the AMP tasks, as well as the implementation periods for new/revised tasks.

In general, new/revised tasks shall be performed at the first suitable maintenance check. However, specific attention shall be given to reduced task periods.

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Dedicated guidance might be necessary for specific categories, such as (non-comprehensive list):

1. ALS mandatory requirements (ALI, CMR, LLI, FAL).
2. Airworthiness Directives.
3. Overhauled Landing Gear.
4. Vendor Recommendations.
5. System or structure components transferred between aircraft.
6. Batteries.
7. Pressurised bottles.

In establishing such guidance, the rules provided by the TCH/STCH/OEM shall be carefully considered.

2.3. ADDITIONAL REPETITIVE MAINTENANCE TASKS

DGCA FR.229 AMP Kontrol Formu Item 2.3

This section shall contain detailed instructions on the management of the inclusion into the AMP of Maintenance Tasks derived from modifications and repairs. Management of instructions specified in repetitive Airworthiness Directives (AD) or Service Bulletins (SB) shall also be described in this section.

If the management of AD and SB is described in the CAME, a reference to the dedicated CAME paragraph is also acceptable.

Note: According to AMC M.A.801 bullet point 6, after embodiment of a standard change or a standard repair it is necessary to assess if any associated changes in the Instructions for Continuing Airworthiness of the aircraft require to amend the AMP and to obtain its approval.

2.4. AGEING AIRCRAFT SYSTEMS AND SPECIFIED SAMPLING PROGRAMME

DGCA FR.229 AMP Kontrol Formu Item 2.4

This section shall contain detailed information regarding Specified Sampling Programmes. For each Sampling Programme applied to the fleet, the following information shall be provided as minimum:

1. Source of the Sampling Programme.
2. Description of the Sampling Programme.
3. Rules of the Sampling Programme.
4. List of aircrafts subject to the Sampling Programme (such information could be also included in the aircraftlist as described in 1.1).

Information concerning Monitoring and/or Assurance Programmes can be included in this section as well.

Note: Some manufactures used to refer to Ageing Aircraft System for a specific ALS section in some of their legacy products. This nomenclature is today superseded and no longer used.

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2.5. CRITICAL DESIGN CONFIGURATION CONTROL LIMITATIONS TOGETHER WITH APPROPRIATE PROCEDURES

DGCA FR.229 AMP Kontrol Formu Item 2.5

This section shall describe how the CAMO complies with CDCCL requirements. Life limitations and maintenance requirements related to the fuel tank ignition prevention and fuel tank flammability reduction must be included in the AMP. The reference to the relevant procedures (e.g., AMM) shall also be provided.

Life limitations and maintenance requirements related to the fuel tank ignition prevention and fuel tank flammability reduction can be either listed separately (i.e., in a dedicated AMP Section or Appendix) or in the general Maintenance Tasks list (most common practice).

2.6. WEIGHING

DGCA FR.229 AMP Kontrol Formu Item 2.6

This section shall provide information regarding weighing concepts, periods, procedures and results management, with particular reference to:

1. The cases where an aircraft has to be weighed (for instance, after a major modification because of weight and balance operational requirements, etc.).
2. Who performs the aircraft weighing and according to which procedure.
3. Who calculates the new weight and balance.
4. How the result is processed by the CAMO.

The weighing procedure is normally contained in Chapter 08 of the Aircraft Maintenance Manual. A precise reference to the concerned AMM Chapter must be provided.

If the weighing procedure is included in the CAME, a reference to the dedicated CAME paragraph is also acceptable.

2.7. PARKING AND STORAGE

DGCA FR.229 AMP Kontrol Formu Item 2.7

This section shall provide a brief description of the aircraft parking and storage maintenance procedures, normally detailed in the TCH's AMM. A precise reference to the concerned AMM Chapter is also acceptable.

Along with the parking/storage/return-to-service maintenance procedures, the TCH's AMM might also identify additional repetitive scheduled maintenance tasks related to the specific parking/storage option implemented.

Such tasks shall be properly controlled and the associated procedure contained in the CAME.

Note: The TCH's instructions may need to be modified to take into account the environmental conditions of the area where the aircraft will be parked/stored. It is essential that these instructions are carefully adapted and followed to preserve the airworthiness of the aircraft.

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2.8. BRIDGING PROGRAMME

DGCA FR.229 AMP Kontrol Formu Item 2.8

A Bridging Programme is normally defined and put in place for the transition and the inclusion into the AMP of an aircraft previously covered by a different AMP.

This section shall briefly describe the development and implementation of the Bridging Programme.

If the Bridging Programme is included in the CAME, a reference to the dedicated CAME paragraph is also acceptable.

2.9. OPERATIONAL REQUIREMENTS FROM DGCA / STATE OF REGISTRY

DGCA FR.229 AMP Kontrol Formu Item 2.9

This section shall provide comprehensive explanations related to the following special operational requirements applicable to the fleet (non-comprehensive list):

1. All Weather Operations (AWOPS – CAT II/CAT III).
2. Reduced Vertical Separation Minimum (RVSM).
3. Minimum Navigation Performance Specification (MNPS) maintenance procedures.
4. Automatic Depended Surveillance – Broadcast (ADS-B).
5. Extended-range Twin-engine Operations Performance Standards (ETOPS).

2.10. STATE OF OPERATOR RECOMMENDATIONS

DGCA FR.229 AMP Kontrol Formu Item 2.10

This section shall list special maintenance recommendations published by the DGCA / State of Operator (AOC).

CAMOs for which DGCA is the Competent Authority are recommended to consult the Safety Information Bulletin (SIB) list, published by DGCA on a dedicated Safety Publications Tool page (at the following link).

An DGCA SIB is an information tool that intends to alert, inform and draw the attention of the aviation community on safety issues.

SIBs contain non-mandatory information and guidance that do not qualify for an Airworthiness Directive (AD). Any potential impact of the SIB on the AMP should be assessed.

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3 AMP TASKS

This AMP chapter shall contain the detailed list of all the maintenance tasks and the related periods (intervals/frequencies). All the explanations concerning how the tasks are organised and managed shall be included in this chapter as well.

3.1. PRE-FLIGHT AND ROUTINE MAINTENANCE TASKS

DGCA FR.229 AMP Kontrol Formu Item 3.1

3.1.1 Pre-Flight Maintenance Tasks

This section shall include the details of Pre-Flight Maintenance Tasks that are accomplished by Maintenance Staff.

If no Pre-Flight Maintenance Task is performed by Maintenance Staff, a dedicated statement needs to be clearly included in the AMP.

Note:

Pre-Flight Checks performed by the Flight Crew in accordance with Operations Manual don't have to be included in the AMP.

3.1.2 Routine Maintenance Tasks

This section shall include the details of Routine Maintenance Tasks that are accomplished by Maintenance Staff.

Routine Maintenance Tasks are normally packaged in Checks (e.g., Daily, Weekly, etc.).

If these packages are managed using dedicated Forms, such Forms might be included in an Appendix to the AMP.

3.2. MAINTENANCE TASKS

DGCA FR.229 AMP Kontrol Formu Item 3.2

This section shall include a detailed listing of all tasks and the periods (intervals/frequencies) at which each part of the aircraft, engines, APU's, propellers, components, accessories, equipment, instruments, electrical and radio apparatus, together with the associated systems and installations should be maintained (e.g., checked, inspected, tested, cleaned, lubricated, etc.).

It's recommended to organize the Maintenance Tasks in a table format, containing as minimum (but not limited to) the following information:

1. Revision Status.
2. Task ID.
3. Task Title.
4. Task Type.
5. Task Periods.
6. Zone.

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7. Source.
8. Reference.
9. Effectivity.
10. Revision Date.

The intro paragraphs of the AMP Maintenance Tasks section shall provide all the necessary explanatory details of the table layout, content, and definitions, for a thorough understanding of the task table.

3.2.1. Revision Status

This field shall provide information regarding the status of the Maintenance Task at the date of AMP publication.

Typically, the following coding is used:

1. N = New Maintenance Task
2. R = Revised Maintenance Task
3. D = Deleted Maintenance Task

In case of no changes, normally this field is left blank.

3.2.2. Task ID

This field shall provide the unique Maintenance Task ID reference. Such ID reference is usually expressed in numerical or alphanumerical format.

3.2.3. Task Title

This field shall include a description of the Maintenance Task to be performed. Additional info could be contained in this field, such as:

1. Notes
2. Preparation
3. Access (whereas not included in the Zone field, ref. to 3.2.6)
4. Special Requirements (e.g. EWIS, L/HIRF, CPCP, etc.)

Above mentioned items could be anyway organized in additional Maintenance Tasks Table fields.

3.2.4. Task Type

This field shall provide a quick reference to the type of Maintenance Task as defined in the Task Title field (ref to 3.2.3). Task Types are normally expressed in a two- or three-characters code.

The following table provides the list of Task Types with most recent Definitions as per ATA MSG-3 Revision 2018.1:

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Task Type	***Description***	***Definition***
LU/SV or LUB/SVC	Lubrication/Servicing	Any act of lubricating or servicing for the purpose of maintaining inherent design capabilities.
OP or OPC	Operational Check	An operational check is a task to determine that an item is fulfilling its intended purpose. Does not require quantitative tolerances. This is a failure finding task.
VC or VCK	Visual Check	A visual check is an observation to determine that an item is in its intended state. Does not require quantitative tolerances. This is a failure finding task with obvious pass/fail criteria.
FC or FNC	Functional Check	A quantitative check to determine if one or more functions of an item performs within specified limits.
GV or GVI	General Visual Inspection	A visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight or drop-light and may require removal or opening of access panels or doors. Stands, ladders or platforms may be required to gain proximity to the area being checked. Basic cleaning may be required to ensure appropriate visibility.
DI or DET	Detailed Inspection	An intensive examination of a specific item, installation or assembly to detect damage, failure or irregularity. This could include tactile assessment in which a component or assembly can be checked for tightness/security. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors and magnifying lenses may be necessary. Surface cleaning and elaborate access procedures may be required.
SI or SDI	Special Detailed Inspection	An examination of a specific item, installation, or assembly making use of specialized inspection techniques such as Non-destructive Testing

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		(NDT) and/or equipment (e.g., boroscope, videoscope, tap test) to detect damage, failure or irregularity. Intricate cleaning and substantial access or disassembly procedures may be required. Classification of a task as an SDI does not define the required qualifications for the person performing the task.
RS or RST	Restoration	That work necessary to return the item to a specific standard. Restoration may vary from cleaning or replacement of single parts up to a complete overhaul.
DS or DIS	Discard	The removal from service of an item at a specified life limit.

3.2.5. Task Periods

This field shall provide detailed information regarding the Maintenance Task periodicity.

Task Periods identification consists of a numerical value and its associated usage parameter (or unit) or an appropriate letter check. Both periods expressed in usage parameters and/or letter checks are acceptable and may be used in line with specific procedures established for the AMP.

As minimum, this field shall contain the following data:

1. Task Threshold (or Initial Interval) = The interval between the start of service-life and the first Maintenance Task accomplishment. In case of no Task Threshold, this detail can be left blank or can contain the Task Interval value (see below).
2. Task Interval (or Repeat Interval) = The interval (after the Threshold/Initial Interval) between successive accomplishments of a specific Maintenance Task. Information concerning Sampling Thresholds/Intervals, if any, shall be contained in this field as well.

Here following a non-comprehensive list of the most common usage parameters:

1. Flight/Engine/APU Hours.
2. Flight/Engine/APU Cycles.
3. Days.
4. Months.
5. Years.

3.2.6. Zones

This field shall contain the Zone or list of Zones concerned by the Maintenance Task. Access information could be included in this field (ref. also to 3.2.3).

3.2.7. Source

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This field shall provide information regarding the precise source documentation and the technical publication or manual references needed for the performance of the Maintenance Task.

It is fundamental to record any source documentations (with associated abbreviations) in the intro paragraphs of the AMP Maintenance Tasks section, as this list can be quite extensive.

3.2.8. Reference

For aircraft types subjected to the MRB process, this field shall contain cross reference to the MRBR tasks numbers

such that it is always possible to relate such tasks to the current approved AMP task. Alternatively, this field shall contain cross reference to the MPD (or any similar document) tasks numbers.

Cross reference between AMP and MRBR/MPD tasks may also be identified through a dedicated table, e.g. in appendix to the AMP.

Note: It has to be noted that this cross reference does not prevent the approved AMP from being developed in the light of service experience to beyond the MRBR/MPD recommendations, but will show the relationship to such recommendations

3.2.9. Effectivity

This field shall cover the Maintenance Task applicability, that can be expressed in terms of aircraft model, or modification number, or engine type, or even specific individual tail number(s).

When a Maintenance Task is applicable to the whole fleet covered by the AMP, it is common practice to include the wording “ALL” in this field.

3.2.10. Revision Date

This field shall provide information regarding the latest Revision Status (ref. to 3.2.1) date applicable to the specific Maintenance Task.

This date must be either identical or older than the AMP Issue/Revision date.

3.3. COMPONENTS MAINTENANCE AND OVERHAUL PROGRAM

DGCA FR.229 AMP Kontrol Formu Item 3.3

This section shall define periods at which components should be checked, cleaned, lubricated, replenished, adjusted, tested, overhauled and/or replaced by new or overhauled components.

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The Components Maintenance and Overhaul Program can be either listed separately (i.e., in a dedicated AMP Section or Appendix) or in the general Maintenance Tasks list. In the second case, Components Maintenance and Overhaul Tasks have to be easily identifiable.

It's anyway recommended to organize the Components Maintenance and Overhaul Program in a table format, similar to the Maintenance Tasks one (ref. to 3.2).

Note: Refer to SHT-CAM Part-M M.A.501 and M.A.502 and related AMC and GM's for additional information regarding Components.

Component removal from and installation on an aircraft is considered to be Aircraft Maintenance and not Component Maintenance. Therefore, a procedure shall be established on how component overhaul / life limits are managed when components are transferred between aircraft. Whereas the aircraft / component OEM provides guidance (e.g., MPD, ALS), such guidance shall be included into this section of the AMP. Otherwise, the following guidance is provided:

1. If the task on the transferred component is performed as part of the installation process, then the next performance of the task should count from the installation date.
2. The threshold for Calendar Time tasks should be counted from either the date at which the aircraft to which it was originally fitted had its first Transfer of Title or, for a new component installed after delivery, the date at which the component accomplishes its first flight.
3. The threshold for Flight Hours, Flight Cycles or Landings tasks is counted from component/structure first flight.
4. Specific guidance for ALS should be assessed and implemented.

3.4. STRUCTURAL MAINTENANCE PROGRAM

DGCA FR.229 AMP Kontrol Formu Item 3.4

This section shall contain detailed information regarding specific Structural Maintenance Programmes including (but not limited to):

1. Damage Tolerance and Supplemental Structural Inspection Programmes issued by the Design Approval Holder.
2. Corrosion Prevention and Control Programme (CPCP) taking into account the baseline CPCP issued by the Design Approval Holder.
3. Approved Damage Tolerance Instructions (DTI) for repairs and modifications (e.g., results of Service Bulletins review performed by the TC Holder, Repair Assessment Programme, etc.).
4. Widespread Fatigue Damage instructions (Limit of Validity, ref. also to 1.6).
5. A plan to obtain and implement all the applicable Damage Tolerant data for existing major modifications and reinforcing repairs affecting the Fatigue Critical Structure, which are not yet included in the AMP.

Note: Refer to UOD-2019/4 for additional information regarding Structures Ageing Program.

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The Structural Maintenance Program can be either listed separately (i.e., in a dedicated AMP Section or Appendix) or in the general Maintenance Tasks list (most common practice).

It's anyway recommended to organize the Structural Maintenance Program in a table format, similar to the Maintenance Tasks one (ref. to 3.2).

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4 AMP REVIEW, AMENDMENTS AND APPROVAL

This AMP chapter shall provide detailed information concerning how an AMP shall be reviewed on regular basis, amended as appropriate and approved either directly (by DGCA) or indirectly (by the Owner or the CAMO).

In general, amendments (revisions) to the AMP should be made by the Owner or the CAMO, to reflect changes in the TC holder's recommendations, modifications, service experience, or as required by DGCA.

4.1. PERIODIC REVIEW OF MAINTENANCE PROGRAMME CONTENTS

DGCA FR.229 AMP Kontrol Formu Item 4.1

The AMP is required to be reviewed (and amended accordingly, when necessary) on a regular basis to ensure that the programme continues to be up to date and valid in light of the operating experience and instructions from DGCA, while taking into account new or modified maintenance instructions issued by the Type Certificate Holder (TCH), the Supplemental Type Certificate Holder (STCH) and any other organisation that publishes such data in accordance with SHT-21.

This section shall be consistent with the CAME and provide clear information regarding:

1. Content of the Periodic Review (ref. to 4.1.1).
2. Periodic Review frequency (ref. to 4.1.2).

4.1.1. Content of the Periodic Review

This section shall provide detailed information regarding the content of the Periodic Review, agreed with DGCA and covering as minimum (but not limited to):

1. New/modified maintenance instructions by the TCH/STCH.
2. New/modified mandatory requirements.
3. Revisions to the MRBR/MPD (if applicable).
4. Current TCH/STCH's recommendations.
5. Modifications and repairs embodied in the particular aircraft, which may require compliance to additional maintenance instructions (by Design Approval Holder).
6. In-service experience collected for the particular aircraft or for the fleet.
7. Maintenance needs of the aircraft.
8. Changes in the type and specificity of operations.
9. Changes in aircraft utilisation.

4.1.2. Periodic Review frequency

The AMP must be reviewed at least annually for continued validity in the light of operating experience. This section shall contain a clear statement regarding the selected frequency of the Periodic Review and any additional deviation (anyway not exceeding the annual threshold) linked to specific needs.

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4.2. ESCALATION OF ESTABLISHED TASK INTERVALS

DGCA FR.229 AMP Kontrol Formu Item 4.2

1. Procedures for the permanent escalation of established check periods / task intervals, where applicable and acceptable to DGCA. A reference to dedicated procedures in the CAME is also acceptable.
2. A statement that no intervals/periods escalation is permitted without the explicit approval, or a procedure approved by DGCA.
3. An explanation about the way the escalated tasks are clearly identified (e.g. through a dedicated note in the Maintenance Tasks table). A complete list of all escalated tasks can be additionally included in the AMP.

As general guidelines, for escalations of check periods/task intervals the CAMO needs to demonstrate that sufficient supporting data is available.

The escalation procedure should consider statistical principles, quality of maintenance records, engineering assessment and escalations follow up.

The assessment has to be performed at individual task level.

4.3. AMP AMENDMENTS PROCEDURE

DGCA FR.229 AMP Kontrol Formu Item 4.3

This section shall describe the procedures how the Owner or the CAMO are amending the AMP. Such procedure shall provide, as minimum:

1. Information about the type of amendments, i.e. Full (Regular) or Partial (Temporary) Revision of the AMP.
2. Details about the traceability and control of the changes to the AMP.
3. List of reasons triggering an amendment of the AMP (e.g. aircraft phase-in/out, changes in source documents, AD…).
4. Format of the AMP amendment document, including numbering method and effectivities, to be issued for approval.
5. Responsibilities and timeframe for the different phases (preparation, review, approval, activation). Whenever a Temporary Revision is issued, it is expected that the full compiled AMP is provided.

If the AMP amendment procedure is included in the CAME, a reference to the dedicated CAME paragraph is also acceptable.

4.4. AMP APPROVAL

DGCA FR.229 AMP Kontrol Formu Item 4.4

This section shall describe the procedure used by the Owner or the CAMO to obtain the approval of the AMP revision.

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4.4.1. Approval by DGCA (Direct Approval)

All the amendments to the AMP require DGCA Direct Approval, except for those changes agreed to be part of the

Indirect Approval procedure (ref. to 4.4.2).

The procedure described in this section shall therefore detail the communication flow between the Owner/CAMO and DGCA, when a new revision/temporary revision is issued for approval.

Note: To support the DGCA approval process, DGCA recommends including in the procedure:

1. The submission of the referenced source documents which have initiated the changes, together with the revision proposal.
2. İf require to plan a meeting with DGCA to briefly introduce the changes.

4.4.2. Approval by the CAMO (Indirect Approval)

If available, the Indirect Approval procedure, included in the CAME and approved by DGCA, should be referred in this section.

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5 PERMITTED VARIATIONS TO MAINTENANCE PERIODS

This AMP chapter shall provide detailed information regarding limit of application of Permitted Variations to maintenance periods and the related approval procedures.

If the Permitted Variation procedure is included in the CAME, a reference to the dedicated CAME paragraph is also acceptable.

Note: This section is for guidance to Permitted Variation that is detailed in SHT-BPU.

5.1. GENERAL RULES FOR PERMITTED VARIATIONS

DGCA FR.229 AMP Kontrol Formu Item 5.1

Permitted Variations shall not be intended as planning tools but as a one-time short-term extension of a maintenance task for a single aircraft.

For a maintenance task that has been previously subject to Permitted Variation, the next due date should be calculated using the previous due date (as opposed to accomplishment date) or as agreed by DGCA.

Any extension needs to be approved by DGCA. On case-by-case basis, DGCA might grant an Indirect Approval privilege.

The AMP shall include as minimum:

1. The list of maximum allowed variations, agreed with DGCA (ref. to 5.1.1).
2. The list of exceptions to Permitted Variations (ref. to 5.1.2).

5.1.1 DGCA recommended maximum allowed variations

For reference, here following a list of DGCA recommended maximum allowed variations:

Interval Usage Parameter Maximum Allowed Variation		Interval Usage Parameter Maximum Allowed Variation
FH Intervals	5000 FH or less	10%
	More than 5000 FH	500 FH
Calendar Intervals	12 MO or less	10% or 1 MO (whichever occurs first)
	Between 12MO and 36 MO	2 MO
	Equal or more than 36 MO	3 MO
FC/Landing Intervals	5000 FC or less	5%
	More than 5000 FC	250 FC
Items controlled by more than one interval usage parameter		For items controlled by more than one interval usage parameter (e.g., FH and

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	Calendar or FH and FC) the more restricted allowed variation shall be applied

5.1.2 Exceptions to Permitted Variations

When establishing the list of exceptions, the Owner or the CAMO shall always review the instructions provided by the TCH.

As a general rule, Permitted Variations are not applicable to any mandatory task which are defined in SHT-BPU, such as (non-comprehensive list):

1. AD.
2. ALI.
3. CMR.
4. FAL.
5. LLI.
6. Engine ALS.
7. Aircraft Weighing.

6 RELIABILITY PROGRAMME AND REPORTING

This AMP chapter shall provide clear information according to UED-2022/1 regarding:

1. Reliability Programmes (ref. to 6.1).
2. Reporting (ref. to 6.2).

6.1. RELIABILITY PROGRAMMES

DGCA FR.229 AMP Kontrol Formu Item 6.1

This section shall describe the method used to periodically monitor the effectiveness of the AMP through (noncomprehensive list):

1. Aircraft reliability monitoring.
2. Engine condition monitoring.
3. Component reliability monitoring.
4. APU condition monitoring.
5. Any other reliability and/or condition monitoring means.

Details of the reliability programmes shall be given in the CAME and a cross reference to the specific CAME section shall be added in this AMP section.

6.2. REPORTING

DGCA FR.229 AMP Kontrol Formu Item 6.2

As per SHT-CAM CAMO.A.160, occurrence reporting is an essential part of the overall monitoring function.

The objective of the occurrence-reporting, collection, investigation and analysis systems described in the applicable requirements of SHT-OLAY and the delegated and implementing acts adopted on the basis thereof is to use the reported information to contribute to the improvement of aviation safety and it should not be used to attribute blame or liability or to establish benchmarks for safety performance.

This section shall provide details on how the occurrence reporting is performed, with specific reference to scheduled maintenance.

If the reporting procedure is included in th CAME, a reference to the dedicated CAME paragraph is also acceptable.

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