

Content, explanations and notes to the application and the creation of the maintenance programme

General:

The form sheet Maintenance Programme serves the operator not only for the application but also for establishing a maintenance in accordance with the stipulations of § 48 para. 2 ZLLV 2005 / CR (EC) No.2042/2003 Part M M.A. 302.

This appendix and the notes refer in particular to Appendix B and Appendix F.
The explanations shall also be applied analogously for Appendix A or Appendix E.

Blocks 1 to 16 shall be filled out by the operator.

Blocks 17 and 19 serve for the check note and comments of the CAMO with the privilege of indirect approval in accordance with M.A. 302 (e).

Blocks 18 and 19 serve for the check note and comments of Austro Control.

If applicable items are marked **yes**, the exact content/scope shall be listed in the tables.

Note:

- *Texts printed in blue/italics advise how to fill out this appendix correctly.*
- **Texts printed in red / bold are important notes and must be noted carefully..**
- Incomplete or insufficient information may lead to delays in processing.
- Employees of the Airworthiness, Operations, Technical Organisations department as well as your surveyor may be contacted for information at any time.

Information in the individual blocks:

BLOCK 1:

1. The document number of the maintenance programme must be based on the following:

IHP-OPERATOR-AIRCRAFT MODEL

The AIRCRAFT MODEL must correspond to the designation given on the certificate of airworthiness or the type certificate data sheet.

The OPERATOR designation is an abbreviated operator identification and may be chosen by the operator. It must, however not exceed a maximum of 6 letters/figures.

Example: *IHP-ACG-C182 (Cessna 182 of Austro Control)*
Rev.: 00 Date of issue: 10.05.2006

If overlaps in the document number occur with maintenance programmes which have already been approved, some changes may be stipulated by Austro Control.

BLOCK 2:

2. The maintenance programme shall be approved in accordance with the provisions of Commission Regulation (EC) No. 2042/2003 Part M for aircraft which are affected by it. For aircraft pursuant to Appendix II of Regulation (EC) No. 1592/2002 (these are essentially historic aircraft, experimental aircraft, ultra light aircraft, former military aircraft as well as amateur-built aircraft) the approval is given in accordance with the national Civil Aviation Ordinance (Zivilluftfahrzeug- und Luftfahrtgerät-Verordnung / ZLLV) 2005.

The technical content maintenance programme shall be identical for all aircraft of the same model; in the case of approvals pursuant to ZLLV 2005, the national provisions for the performance of maintenance work shall apply.

Information regarding the name and the address of the operator must correspond to the information in the certificate of registration

Operator (Name/Address):
AUSTRO CONTROL GmbH
Schnirchgasse 11
1030 Vienna,
Austria

Contact : **John Smith**
Phone: **+43-664-832-XX-XX**

Email: **john.smith@astrocontrol.at**
Fax Nr.: **+43-5-1703-1666**

BLOCK 3:

3. The intended scope of the **types of operation and aircraft usage** must be given.

Example: Basic flight training

NOTE:

Types of operation and usage of the aircraft have an essential influence on the requirements for maintenance. As higher reliability levels are required for operations in difficult environments or where increased protection of third parties is required, the maintenance programme shall be adapted correspondingly.

The following basic principles shall be applied

- **Recurrent maintenance instructions (special instructions) (Block 10)**
Explanatory notes to Airworthiness Notice 7 (LTH 7) as amended shall be observed. Essentially, this refers to the implementation of manufacturers' instructions such as SB, SL, SI but also LTA, AD.

LTAs, ADs and airworthiness limitations shall be adhered to in any case.
This **also applies for other mandatory maintenance instructions** (e.g. life limits)

For aircraft used for operations in **scenic flights, commercial hire and advanced flight training** as well as for **aerial work, emergency and/or medical flights, parachute dropping operations as well as hoist and sling operations**, the mandatory maintenance instructions given by the type certificate holder shall be adhered to.

For those aircraft whose maintenance of airworthiness was transferred by the operator to an organisation approved in accordance with CR (EC) No. 2042/2002 or § 57 ZLLV 2005 (CAMO)

the provisions stipulated therein regarding the implementation of the manufacturers' instructions shall apply.

For general aviation aircraft of less than 2730 kg, it shall be at the operator's discretion to implement these maintenance instructions following the corresponding assessment.

- **Component maintenance (Block 11)**

Explanatory notes to Airworthiness Notice 7 (LTH 7) as amended shall be observed. This essentially refers to the overhaul of engines and propellers.

For aircraft used for operations in **scenic flights, commercial hires and advance flight training** as well as for **aerial work, emergency and/or medical flights, parachute dropping operations as well as hoist and sling operations**, the recommendations for TBO made by the type certificate holder shall be adhered to.

For those aircraft whose maintenance of airworthiness was transferred by the operator to an organisation approved in accordance with CR (EC) No. 2042/2002 or § 57 ZLLV 2005 (CAMO) the provisions stipulated therein regarding the overhaul intervals for components shall apply.

Deviations from the overhaul intervals may be approved by ACG or by an EC (CR) No. 2042/2003, Subpart G-Organisation (CAMO) with the privilege of indirect approval in accordance with M.A. 302 (e) upon presentation of a corresponding programme.

For **general aviation aircraft of less than 2730 kg**, it shall be at the operator's discretion to implement these maintenance instructions following the corresponding assessment.

- **Pilot/Operator Maintenance (Block 12)**

For aircraft used for operations in scenic flights, commercial hires and advanced flight training as well as for aerial work, emergency and/or medical flights, parachute dropping operations and hoist and sling operations, as well as clubs (currently) and joint operatorships of more than 5 persons, pilot/operator maintenance is generally not permitted.

BLOCK 4:

4. The exact description of the **aircraft and equipment** is essential with regard to the maintenance documents required in accordance with Block 5.

The information shall be taken from the respective latest inspection reports, manufacture documents, board logs or the life history file. Under aircraft the registration(s) shall also be given in any case.

A maintenance programme may also be established for a number of aircraft of the same/equivalent type of an operator, if applicable.

Example powered aircraft:

Registration: <i>OE-BAX</i>	Date of manufacture: <i>1974</i>
Aircraft / Type(s) (manufacturer): <i>Cessna Aircraft Company</i>	
Aircraft model: <i>182 P</i>	Serial number(s): <i>18262985</i>
Engine (manufacturer): <i>TELEDYNE CONTINENTAL MOTORS</i>	
Engine model: <i>O-470-U</i>	Part number: -
Engine model :	Part number:
Propeller/Rotor (manufacturer): <i>McCauley</i>	
Model: <i>2A34C203/90DCA-8</i>	Part number: -
Model :	Part number:
APU (manufacturer):	
APU model:	Part number:

Registration : <i>OE-AFX</i>	Date of manufacture : <i>2001</i>
Aircraft / Type(s) (manufacturer): <i>Aquila Technische Entwicklungen GmbH</i>	
Aircraft model: <i>Aquila AT01</i>	Serial number(s): <i>AT01 - 155</i>
Engine (Manufacturer): <i>BRP-Rotax GmbH & Co KG</i>	
Engine model: <i>ROTAX 912 S3</i>	Part number:
Engine model:	Part number:
Propeller/Rotor (manufacturer): <i>MT-Propeller</i>	
Model: <i>MTV-21-A/175-05</i>	Part number:
Model:	Part number:
APU (manufacturer):	
APU model:	Part number:

Example Balloon:

Registration: <i>OE-SEP</i>	Date of manufacture: <i>2001</i>
Aircraft / Envelope(s) (manufacturer): <i>Balóny Kubicek spol.s.r.o.</i>	
Aircraft model: <i>BB 30</i>	Serial number(s): <i>34</i>
Burner (manufacturer): <i>Cameron Balloons Ltd.</i>	
Burner model: <i>MK4 DOUBLE</i>	Part number: <i>CB 579</i>
Burner model:	Part number:
Basket (manufacturer): <i>Cameron Balloons Ltd.</i>	
Burner model: <i>Aristocrat 105</i>	Part number: <i>CB 300-4A</i>
Burner model:	Part number:
Gas bottles (manufacturer): <i>Schroeder fire Ballons GmbH</i>	
Gas bottle model : <i>VA 70 /VA50</i>	Part number: <i>-</i>

BLOCK 5:

5. The current applicable maintenance instructions for Block 5 in accordance with the instructions of the **type certificate holder (manufacturer)** shall be provided as the **basis of the programme**:
If it is found in the course of the approval that insufficient documents were provided, no approval shall be possible and the maintenance programme shall be adjusted accordingly.
The corresponding information can be found in the publications of the type certificate holder / manufacturer and the type certificate data sheets.

Detailed information with a document name and/or number of the basic documentation (incl. supplements) shall be provided, such as:

- Chapters 4& 5 maintenance manual,
- Service manual, maintenance manual, operations manual,
- Check lists

and, if applicable, **additional maintenance instructions from component manuals** such as:

- Engine maintenance manual, maintenance manual, operations manual
- APU maintenance manual, maintenance manual, operations manual
- Propellers maintenance, overhaul manual, maintenance manual, operations manual
- Other

Basis of the programme/ Documents of the type certificate holder :**Example powered aircraft:**

Airframe:

*Example 1: CESSNA Model 182 Maintenance Manual, latest revision, Chapters 4&5 or
Example 2: Aquila Maintenance Manual Doc. Nbr.: MM-AT01-1020-100, latest revision*

Engine(s):

*Example 1: CESSNA Model 182 Maintenance Manual, latest revision, Chapters 4&5
or
e.g. for C172: Textron Lycoming IO360L2A MM, Publication Nbr. 60297-12, latest
revision
Example 2: Rotax 912 Series Maintenance Manual Doc. Nbr: 899372, latest revision*

APU(s): -

Propeller:

*Example 1: CESSNA Model 182 Maintenance Manual, latest revision, Chapters 4&5
or
e.g. for C172: Textron Lycoming IO360L2A MM, latest revision
Example 2: MT Operation and Installation Manual, ATA 61-01-24 (E-124), latest revision*

Other:

*See CESSNA Model 182 Maintenance Manual Chapters 24, 25, 71, 73,...
Supplemental Maintenance Manual OE-XXX, SN:XXX*

Example Balloon:

Envelope:

*Balóny Kubicek Flight Manual , Doc. Nr. B0102, latest revision &
Balóny Kubicek Maintenance Manual , Doc. Nr. B0202, latest revision*

Burner:

*Cameron Ballons Flight Manual, latest revision &
Cameron Ballons Maintenance Manual, latest revision & issue 7*

Basket(s):

*Cameron Ballons Flight Manual, latest revision &
Cameron Ballons Maintenance Manual, latest revision*

Gas bottle:

*Fire Ballons G flight manual, latest revision &
Fire Ballons G maintenance manual, latest revision*

Other:

FSG 71M Manual, Flytec 3040 Instructions

BLOCK 6:

6. Due to the aircraft age of individual aircraft types and due to different national legal framework conditions **additional maintenance instructions** may have to be considered, such as:
- Aging Aircraft stipulations and special sampling programmes
 - Additional maintenance instructions for the structure (supplemental structural inspection programmes, SSID; SB special inspections, repair inspections)
 - Corrosion prevention and control programmes

And also maintenance instructions due to special types of operations, such as:

- Tow hook
- Power checks before/after special operations
- Operational approvals which require separate maintenance measures
- Engine trend monitoring
- TBO extension programme
- Maintenance of operational equipment

These must be listed in Table 1.

BLOCK 7:

7. **Modifications/deviations** (e.g. installation of ELT; transponders,...) **from the model** not issued by the type certificate holder have an essential influence on the content of the maintenance programme.

These include **supplemental type certificates (STC), modifications, service bulletins, engineering orders, etc.**

These may contain additional maintenance instructions (Instructions for Continued Airworthiness), which **must be covered by** the maintenance programme.

These must be listed in Table 1 if applicable.

Attention in APPENDIX A/E:

There shall be no additional maintenance instructions due to deviations from the model (Supplemental Type Certificates (STC), modifications or major repairs).

Only small modifications (e.g. ELT, fire extinguishers etc.) shall be exempt

Major modifications shall be listed in Appendix B/F.

The resulting maintenance requirements shall be complied with in any case!!

BLOCK 8:

8. *Maintenance instructions resulting from major repairs* must be listed with the exact *contents and/or information in Table 1*.

These are for example:

- Additional non-destructive testing (NDT)
- Crack inspections / inspections
- Bonding check
- Functional checks

BLOCK 9:

9. Due to the *operator-specific operation* of an aircraft or a fleet, deviations from or additions to content and scope of the basic maintenance instructions blocks 5-8 may be applied for.

Examples of deviations:

- Check periods and maintenance intervals
- Low utilisation of the aircraft
- Extending individual intervals due to fleet experience, reliability and good environmental conditions

However, a detailed justification shall be required for all deviations applied for in Block 9. In general, such deviations shall only be approved in the context of an approved reliability programme.

Individual format changes und combinations of maintenance sections within the maintenance programme shall not be subject to approval if the stipulated intervals are not exceeded.

If applicable, these shall be listed individually in Table 1.

It shall be mandatory to implement Chapter 4, airworthiness limitations, service life limits, CMRs, ADs, LTAs... based on the basic maintenance instructions in blocks 5-8.

BLOCK 10:**10. Recurrent maintenance**

Essentially refers to the implementation of manufacturers' instructions such as SB, SL, SI but also LTA, AD.

For aircraft used for operations in **scenic flights, commercial hires and advanced flight training** as well as for **aerial work, emergency and/or medical flights, parachute dropping operations as well as hoist and sling operations**, the mandatory maintenance instructions given by the type certificate holder shall be adhered to.

For those aircraft whose maintenance of airworthiness was transferred by the operator to an organisation approved in accordance with CR (EC) No. 2042/2002 or § 57 ZLLV 2005 (CAMO) the provisions stipulated therein regarding the implementation of the manufacturers' special instructions shall apply.

For general aviation aircraft of less than 2730 kg, it shall be at the operator's discretion to implement these maintenance instructions following the corresponding assessment.

Airworthiness Directives:

- **It shall be mandatory to perform LTAs, ADs in any case.**

Here it must be noted that all TC Holder ADs shall be performed, i.e.:

- *Example 1: MOONEY M20L PFM / Porsche engine / MT PROPELLER*
Aircraft: FAA AD's
Engine: LBA AD's
Prop: LBA AD's
- *Example 2: Reims FR172 K / TELEDYNE CONTINENTAL MOTOR/ McCauley Propeller*
Aircraft: DGAC AD's
Engine: FAA AD's
Prop: FAA AD's
- **All additional equipment Ads shall always be performed.**
- **EASA ADs and Austrian LTAs/ LTHs shall always be performed.**

The resulting recurrent maintenance instructions shall be listed in Table 2 and updated in the annual checks of the maintenance programme.

Existing documents such as the life controlled item list may be added as a document to recurrent maintenance.

The explanatory notes in LTH 7 as amended shall be adhered to.

BLOCK 11:**11. Component maintenance:**

This essentially refers to the overhaul of engines, propellers and equipment.

For aircraft used for operations in **scenic flights, commercial hire and advance flight training** as well as for **aerial work, emergency and/or medical flights, parachute dropping operations as well as hoist and sling operations, the TBO** recommended by the type certificate holder shall be adhered to.

For those aircraft whose maintenance of airworthiness was transferred by the operator to an organisation approved in accordance with CR (EC) No. 2042/2002 or § 57 ZLLV 2005 (CAMO) the provisions stipulated therein regarding the TBO for components apply.

For general aviation aircraft of less than 2730 kg, it is at the operator's discretion to implement these maintenance instructions following the corresponding assessment.

For all other aircraft, the operator must schedule an overhaul on the basis of the results of scheduled maintenance in accordance with the manufacturer's stipulations.

Deviations from TBO may be approved upon presentation of and agreement on a corresponding programme by the ACG.

If deviations from the recommendations for TBO made by the type certificate holder are intended, the corresponding box shall be marked and the deviations listed in Table 1.

Life Limits, Airworthiness Limitations... shall be performed in any case.

Additional overhaul or exchange intervals of other, new or overhauled components which are not stipulated by type certificate holder documents under blocks 5-8 (e.g. oxygen, loose equipment due to operational regulations, first aid kit...) shall be listed in Table 1.

BLOCK 12:**12. Pilot/Owner Maintenance**

In accordance with the provisions of § 47 para. 7 ZLLV 2005, limited maintenance (Pilot/Owner Maintenance) may be approved for aircraft used in “General Aviation” in the course of the maintenance programme.

The Pilot/Owner shall be the person who owns the maintained aircraft alone or together with others. In addition, a valid pilot’s licence in conjunction with the respective type or class rating shall be required.

Pilot/Owner maintenance is possible:

- for an owner or joint owners up to and including 5 (natural) persons,
- if the required documents are available,
- if the required tools are available,
- if the required premises are available, and
- if the knowledge required for the scope applied for exists.

The following requirements shall be met:

1. For privately operated non-complex aircraft (**general aviation without any further types of operation or usage**) with a maximum take-off mass of less than 2 730 kg.
2. A record of training provided by a licensed maintenance engineer shall be attached to the application, or, e.g. for gliders, a training / competence check (in accordance with § 47 para. 5&7).

The limited maintenance/tasks through the pilot/owner must be listed in Table 3.

For examples of possible maintenance / tasks, see Appendix D or Annex VIII to Part M of CR (EC) No. 2042/2003 as amended.

The pilot/owner shall sign a maintenance release; this maintenance certificate shall be entered in the aircraft log books and contain essential information on the maintenance performed, as well as the date on which maintenance was completed; moreover, the name and pilot license number of the pilot/owner issuing such a release.

BLOCK 13:**13. Operator’s responsibility of the maintenance programme**

In accordance with the legal requirements listed in Block 2, the operator of an aircraft shall be responsible for maintaining its airworthiness.

The basic requirements of the maintenance programme must be confirmed by the operator in block 16 through his signature.

Note on the life history file:

Example of a table of contents

1. *Maintenance summary*
2. *Maintenance reports*
3. *Weight & balance report, equipment list*
4. *Equipment – test reports*
5. *Lifetime limited parts*

6. *Periodic inspection reports*
7. *Manufacturers' instructions (TM, SB, SI etc..)*
 - a. *Airworthiness directives (LTA, AD)*
 - b. *Modification status TM, LTA etc.*
 - c. *Service bulletins, service instructions, ...)*
8. *Engine log, propeller log*
9. *Supplemental information*

BLOCK 14:**14. Tolerances**

As a basic principle, the tolerances of the respective maintenance instructions of the maintenance instructions stipulated in Block 5 shall apply.

If there is no sufficient information, the provisions and terms of the LTH 36 shall apply, which may, however, not be used as a planning tool.

Mandatory maintenance instructions such as airworthiness limitations, CMRs, ADs, LTAs, life limits, etc. shall always be exempt from the tolerances.

BLOCK 15:**15. Revisions**

Changes shall be approved as revisions by ACG or an EC (CR) No. 2042/2003, Subpart G-Organisation (CAMO) with the privilege of indirect approval in accordance with M.A. 302 (e), listed as revisions with date/signature in the list of revisions (Table 5) and sent to ACG.

Changes to the maintenance programme in accordance with approved CAMO procedures shall only be permitted if the aircraft is in the controlled environment of a CAMO.

CAMO: If the processing/approval of a maintenance programme was transferred to a CAMO, a corresponding contract must be attached to the application.

The operator may add to blocks 4-8 without an approval. Revisions shall be listed in the list of revisions (Table 5) and sent to ACG.

Note to Block 4:
Only aircraft of the same type may be listed.

BLOCK 16:

16. *Date of approval of the maintenance programme and personal signature of the operator.*