| **National Maintenance Requirements** |
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| **Item** | **Type/Equipment** | **Requirement/Reference** | **Check type** | **Interval** | **Operator Compliance** | **Tracking tool Task Reference** |
| 1 | T/O Thrust Verification For aircrafts equipped with engine control with variable take-off power configurations the maintenance programme shall contain the necessary tasks required to ensure continued airworthiness of the systems, appropriate procedures have to consider the Operations Manual of the operator too | LTH 29 | Periodic T/O Thrust Verification Check/ procedure i.a.w. Operations Manual  |   |  | OM/AFM Reference & Excerpt |
| 2 | Inspection of electrical on-board equipment Avionic Test/Electric/electronic systems Transponder FNC testStatics-pressure equipment and altimeter/EncoderMagnetic Compass Check  | LTH 40ATask 40.1Task 40.2Task 40.3  | OPS/ Functional check  | 24 Months Task 40.1\*\*Task 40.3\*\* |  |  |
| 3 | CVR/FDR TestsInspections of the CVR and FDR recording (OPS, Readout,...) Note 1: when installed, the aural or visual means for pre-flight checking the flight recorders for proper operation should be used every day. When no such means is available for a flight recorder, the operator should perform an operational check of this flight recorder at time intervals not exceeding seven calendar days of operation.Note 2: the operator should check every five years, or in accordance with the recommendations of the Manufacturer, that the parameters dedicated to the FDR and not monitored by other means are being recorded within the calibration tolerances and that there is no discrepancy in the engineering conversion routines for these parameters (plausibility check) | LTH 40A Task 40.4ICAO Annex 6, Part IAppendix 4/8CAT.IDE.xxx.185/190/195EASA SIB 2009-28 AMC1 CAT.GEN.MPA.195 (AMC1 NCC/SPO.GEN.145) | OPS/ Functional check  | 12/24 Months Daily/7daysfive years |  |  |
| 4 | Minimum Configuration/Equipment for airplanes for general Aviation airplanes only | LTH 44B Part-NCC Part-NCO | Check  |  continuously |  |  |

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| 5 | Airspace with Contamination of Volcanic Ash | LTH 55B SIB No 2010-17ICAO Doc 9974 | Inspection  |  On condition  |  |  |
| 6 | Replacement intervals for elastomer hoses/ 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 to LTA 46 | LTA 46  | Inspect/ Discard  |  60/96 Months  |  |  |
| 7 | Maintenance related to specific equipment not covered by the TC Holder Maint. Req. that do not need to be approved in accordance with Commission Regulation (EC) No 748/2012, but are carried on a flight.Describe additional maintenance requirements for operator fitted equipment such as:(1) portable electronic flight bag (EFB); mounting device/ power supply(2) portable electronic devices carried by flight crew or cabin crew; and (3) non-installed passenger entertainment equipment(4) Automatic External Defibrillators | CAT.IDE.xxx.100GM1 CAT.IDE.xxx.100 (b) (b)CAT.IDE.A.100AMC 20-25 7.12 | Various  |  |  |  |
| 8 | Emergency equipment to be inspected, tested, checked for correct complement, stowage, installation and expiry date at suitable periods:(1) First Aid Kit maintenance(2) Emergency Medical Kit maintenance | AMC2 CAT.IDE.xxx.220 AMC4 CAT.IDE.xxx.225 | Inspection/ Restoration  | continuously/12 Months\*  |  |  |
| 9 | Interior emergency lightning and emergency light operation | CS 26.120 CAT.IDE.xxx.275 | Inspection/ Restoration |  12 Months\* |  |  |

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| 10 | CVR/FDR ULB BATTERIES Manufacturer Battery lifetime  | CAT.IDE.xxx. 185/190/195 | Restoration/Discard  |  |   |  |
| 11 | ELT/PLB BATTERIES Manufacturer Battery lifetime | CAT.IDE.xxx.280 AMC1 CAT.IDE.xxx.280 | Restoration/Discard |  |  |  |
| 12 | Aircraft Weighing  | CAT.POL.MAB.100AMC1/2 CAT.POL.MAB.100 (b) | Physical weighing  | 48M/9Y (AC or Fleet masses) or after mods, painting, repairs)  |  |  |

| **Maintenance Recommendations and additional Inspection items to be verified i.a.w. M.A.302 (d) (i)****Provide Operator Implementation/Justification for non-implementation or applicability**  |
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| **Item** | **Type/Equipment** | **Requirement/Reference** | **Task/Interval**  | **Operator Implementation** | **N/A or Justification for non-implementation** |
| 1 | Hydrostatic Test Requirement for Pressure Vessels installed on an AircraftWhen the hydrostatic test is identified by the MSG-3 analysis, then the task is applicable to all aircraft using the MRBR, and must be included in the aircraft operator maintenance programme. If the hydrostatic test is issued by the vendors as a recommendation (CMM, SB, etc.), then this task has to be considered by the operator following procedures acceptable to its competent authority. | SIB No.: 2015-11 | MRB/MPD/AMM/…\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_or Mfr. Doc. (CMM,...)\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_orOperator task\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |  |  |
| 2 | TIRE Pressure Check/verification If not otherwise specified by the TC-Holder, a check of the tire pressure to verify the appropriate tire pressure should be performed every 3 days/72 Hrs.1. With TIPS indication in the cockpit: Functional check of wheel tire pressure at eg. 72 HRS

Note: Depending on operating environment and the Operator's experience, a less frequent or more frequent interval may be used or  AFM procedure to check the TIPS tire pressure within the cockpit prior to T/O 1. A manual tire pressure check with calibrated pressure gauge should be applicable and effective at least for A/C with no Tire Pressure Indicating System (TIPS):
	1. By maintenance or to be performed by the flight crew, if the flight crew is adequately trained
 | SIB No.: 2013-10 | MRB/MPD/AMM/…\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_or Mfr. Doc. (CMM,...)\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_orOperator task\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |  |  |
| 3 | Fan Cowl Door Loss Prevention EASA recommends owners and operators to amend their pre-take-off procedures to ensure that all maintenance actions involving the opening/closing, removal and re-installation, or replacement of an fan cowl door is brought to the attention of the flight crew of the affected aeroplane before the next flight of that aeroplane. | SIB No.: 2015-15 | MRB/MPD/AMM/…\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_or Mfr. Doc. (CMM,...)\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_orOperator task\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |  |  |
| 4 | Potential Adverse Effect of Alkali Organic Salt-based Aircraft De-Icing Fluids on Anti-Icing Holdover Protection and Potential Aircraft Corrosion Aeroplane operators should preferably avoid the use of Type I fluids that could negatively affect the hold-over time provided by the anti-icing fluid in a two-step de-icing operation.During two-steps de-icing operations, if the use of such Type I fluid cannot be avoided, consider mitigating measures to counteract the potential effect on holdover time reduction described above. These mitigating measures could be: special care when washing-off the Type I fluid in the second step (anti-icing) and performing a pre-take-off contamination check as described in AEA Recommendations. The operator’s ground de-icing procedures should be amended and flight crews trained accordingly.Aeroplane operators should consult the aircraft type certificate holder for advice on the use of these fluids with regard to the potential galvanic corrosion effect described above and appropriate mitigating actions. | SIB No.: 2015-27M.A.201 (h) (i) | MRB/MPD/AMM/…\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_or Mfr. Doc. (CMM,...)\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_orOperator task\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |  |  |
| 5 | Information on Materials Used for Runway and Taxiway De/Anti-IcingThe use of low-weight carbon brakes in modern aircraft since the 1980s and the concurrent switch to more environmental friendly alkali-organic salts for runway de/anti-icing may cause an undesired effect on the aircraft.During winter operations, the aircraft’s carbon brakes and open wheel well/bay are exposed to alkali-organic salt runway de/anti-icing substances during taxi, take-off and landing. A slush mixture of snow and alkali-organic salt de/anti-icing substances could freeze onto the landing gear and inside the wheel well/bay. After landing gear retraction, the frozen slush deposits begin to melt. The resulting liquid flows into the core of the carbon brake, further contaminating the carbon discs. The presence of the alkali-organic salt creates a catalytic condition lowering the temperature oxidation of the carbon, resulting in structural deterioration of the carbon disc material and reducing the service life and long-term efficiency of the brakes. This leads to a concern that may have safety consequences.Aircraft operators should have information on the de/anti-icing substances used at the aerodromes they operate to and from, in order to assess the exposure of their aircraft to these substances and adjust their maintenance programme.  | SIB No.: 2018-01 | MRB/MPD/AMM/…\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_or Mfr. Doc. (CMM,...)\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_orOperator task\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |  |  |
| 6 | Ice and other contaminants - ground proceduresThe operator should establish procedures to prevent or detect and remove residues of dried fluid. If necessary the operator should establish appropriate inspection intervals based on the recommendations of the airframe manufacturers and/or the operator’s own experience. | GM2 CAT.OP.MPA.250 (h) GM2 NCC.OP.185 | MRB/MPD/AMM/…\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_or Mfr. Doc. (CMM,...)\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_orOperator task\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |   |  |  |
| 7 | Interior & Exterior Placard Inspection  | ICAO Annex 8 AMM TCDS CAT.IDE.xxx.260 CAT.IDE.xxx.275 | MRB/MPD/AMM/…\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_or Mfr. Doc. (CMM,...)\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_orOperator task\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |  |  |  |
| 8 | Seats, belts and harnessesIn the absence of manufacturer's recommendations, all installed seats, belts and harnesses shall be subject to a programme, but prior reaching the service limit periodic inspections with an adequate inspection limit are highly recommended (check CMM recommendations). | ACG specific maintenance requirements i.a.w. M.A.302 (d) (i) | MRB/MPD/AMM/…\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_or Mfr. Doc. (CMM,...)\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_orOperator task\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |  |  |
| 9 | Water disinfection/Drinking Water Inspection (applicable to potable water systems) Analysis of the “drinking/cooking” water quality as per “Trinkwasserverordnung”, periodic disinfection of the potable water system (incl. Tank, lines and faucet) shall be defined. Sterilization of water/waste system is recommended every 12 months.Note: Depending on operating environment and the Operator's experience, a less frequent or more frequent interval may be used. | BMLFUW Österr. Trinkwasserverordnung  | MRB/MPD/AMM/…\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_or Mfr. Doc. (CMM, ...)\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_orOperator task\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |  |  |  |
| 10 | In-flight entertainment Systems (IFE) Continuing Airworthiness and Safety Standards of Passenger Service and In-Flight Entertainment Systems, specific to IFE installations, which should be addressed and form part of the periodic Maintenance Programme review. | ACG specific maintenance requirements i.a.w. M.A.302 (d) (i) | MRB/MPD/AMM/…\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_or Mfr. Doc. (CMM,...)\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_orOperator task\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |  |  |
| 11 | Buyer furnished Equipment (Galley, Cabin, equipment/ Variation/Additions) in the absence of manufacturer's recommendations (Loose/household equipment used on AC). | ACG specific maintenance requirements i.a.w. M.A.302 (d) (i) | MRB/MPD/AMM/…\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_or Mfr. Doc. (CMM,...)\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_orOperator task\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |  |  |
| 12 | Fuel/oil System contamination checks FUEL/OIL/Hydraulic Consumable fluids, gases etc. uplifted prior to flight will be of the correct specification, free from contamination, and correctly recorded.Fuel/Hydraulic System water drain checks are to be carried out. 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 defindiend in the AMP | ACG specific maintenance requirements i.a.w. M.A.302 (d) (i) | MRB/MPD/AMM/…\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_or Mfr. Doc. (CMM,...)\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_orOperator task\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |  |  |
| 13 | Emergency escape provisions (sampling Programme)Portable valise type life-raftsAt the appropriate Overhaul Period, 10% of all life rafts installed in fleets will be test inflated using System bottle and release mechanisms.Door & escape chutes/slidesA Programme of release and inflation tests will be carried out to the requirements if applicable.Emergency exits/hatchesAll emergency exits and hatches are functioned by both internal and external means at periods specified in this Maintenance Programme.In the absence of manufacturer's specific recommendations these occur at suitable periods not exceeding 6 months elapsed time. | ACG specific maintenance requirements i.a.w. M.A.302 (d) (i) | MRB/MPD/AMM/…\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_or Mfr. Doc. (CMM,...)\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_orOperator task\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |  |  |

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| 13 | Verify maintenance intervals (deviations to standard) of Fuel system components based on usage of Fuel specifications eg. GOST 10227-86 (TS-1, T-1), refer eg. CF34 Engine Service Bulletin | ACG specific maintenance requirements i.a.w. M.A.302 (d) (i) | MRB/MPD/AMM/…\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_or Mfr. Doc. (CMM,...)\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_orOperator task\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |  |  |

If the (aircraft) manufacturer foresees deviating intervals, these may be used. More restrictive requirements of the aircraft manufacturer must be taken into account in any case.

\*\* Aircraft whose maintenance programmes have been developed using recognized procedures (eg. MRB / MSG 3 analyzes) are exempt from the provisions.

**Signature (PCA): \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**