Aircraft Maintenance Programme Compliance Checklist

Item	Reference	Details and procedures to be reflected in the AMP (if applicable)	If applicable AMP/CAME reference
1-EASA		**Global Requirements**	
1	AMP Document Identification APP 1.1.3.	Include the following information on the AMP title page: 1) specific AMP name/number 2) issue/revision number 3) date of issue Recommendation: add issue/revision number and date of issue to all AMP pages	
2	AMP Ownership APP 1.1.2.	1) Name and address of the Operator a. List of all aircraft operators, in case of a single air carrier business grouping CAMO AMP in accordance with M.A.201 (ea) 2) Name, address and approval number of the responsible CAMO	
3	LEP APP 1.1.5.	List of effective pages and their revision status All relevant appendices to the AMP (CAMP reports, STC lists, …) shall be fully reflected in the LEP including the date and the total number of pages	
4	Revision Index Revision Highlights APP 1.1.8.	Table of all revisions/amendments to the AMP including: 1) issue/revision number 2) date of revision 3) revision highlights	
5	Glossary Abbreviations APP 1.1.20.	1) Glossary 2) List of abbreviations used in the AMP 3) Each maintenance task quoted should be defined in a definition section of the AMP	
6	Compliance Statement & Legal Basis M.A.201(a)(4) M.A.301(c) M.A.302(b) M.A.708 APP 1.1.4. APP 1.1.19 Regulation (EU) 1321/2014 ZLLV	Statement signed by the owner, the operator or the responsible CAMO including: 1) that the specified aircraft will be maintained to the AMP 2) that the programme will be reviewed and updated as required 3) that practices and procedures to satisfy the programme should be to the standards specified in the TC holder's maintenance instructionsthat in case of approved practices and procedures that differ, the statement should refer to them 4) that in case of approved practices and procedures that differ, the statement should refer to them 5) definition of responsibility of the CAMO in accordance with M.A.201(ea) (if applicable) Add that the AMP is being held in compliance with the requirements of the Austrian ZLLV (latest revision) and Regulation (EU) 1321/2014 (including all Annexes)	
7	Distribution Policy M.A.401	A policy to ensure that each person or organisation involved have access to and use only applicable current maintenance data including:	

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		1) operator 2) contracted maintenance organisations 3) subcontracted CAMOs 4) Austro Control GmbH 5) CAMO in accordance M.A.201(ea) (if applicable)	
8	AMP Applicability M.A.302(a) APP 1.1.1.	List of all aircraft covered by this AMP including: 1) A/C type/model 2) A/C registration 3) A/C manufacturing date 4) engine type/model 5) propeller type/model (if applicable) 6) TCDS number for A/C, engine, propeller 7) additional relevant data (Weight Variant affecting LOV, ...)	
9	Type of Operation Regulation (EU) 965/2012	Define the type of operation for all A/C covered by the AMP (CAT, NCC, ...)	
10	Operating Environment AMC M.A.302(d) (7)	Statement regarding the applicability of maintenance tasks due to operations in adverse climatic conditions (cold weather, desert, corrosive environment, ...): 1) defined by the TC holder or 2) defined by the operator (as a result of reliability data)	
11	Utilisation & History APP 1.1.6. APP 2.3.	1) Anticipated utilisation shall be stated and put in context with the utilisation range defined by the TC holder 2) If no TC holder definition is available, variation of the anticipated utilisation may be not more than 25% 3) If necessary, a specific low / high utilisation programme shall be adopted and stated	
12	Manufacturer Manuals Reference & AMP Source Docs (MPD, MRBR, AMM, …) M.A.302(d)	List of AMP relevant manual references/document numbers and revision status for: 1) airframe 2) engine 3) APU (if applicable) 4) propeller (if applicable) 5) other component manuals (if applicable) 6) supplemental manuals (if applicable)	
13	Aircraft Continuing Airworthiness Record System / Tracking System M.A.305(c)(3)	Reference to the relevant CAME procedure (recommended) or Description of the system/programme/tool used to control the scheduled maintenance inspections (e.g. AMOS, CAMP, individual list, ...)	

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14	Periodic / Annual Review M.A.301(e) M.A.302(h) AMC M.A.302(3) APP 5. Annual Review Sheet	Reference to the relevant CAME procedure (recommended) or Description of the AMP review policy including: 1) that the AMP should be subject to periodic review and be amended accordingly when necessary to ensure that it reflects current TC/STC holder's recommendations, mandatory requirements, modifications, repairs and maintenance needs of the aircraft. 2) that the AMP should be reviewed at least annually for continued validity in the light of operating experience. NOTE: Austro Control offers an Annual Review Checklist template which may be customised but should be attached to the CAME	
15	Revision / Amendment Procedure APP 3.	Reference to the relevant CAME procedure (recommended) or Description of the policy and privileges how content changes are incorporated in the AMP	
16	Operator Task Evaluation & Implementation Procedure AMC M.A.302(4) APP 2.1. APP 3. APP 6.5.7.	Reference to the relevant CAME chapter (recommended) or Description of the procedures for: 1) the implementation of maintenance tasks required as Reliability Programme corrective actions. 2) the implementation of maintenance tasks at the operator's/CAMO's discretion 3) the evaluation of established check or inspection intervals acc. 1) and 2)	
17	Escalation of Tasks / Checks M.A.302(e) AMC M.A.302(d)(7) APP 1.1.7.	Commitment to not escalate tasks or Reference to the relevant CAME chapter (recommended) or Description of the process for the permanent escalation of established task/check intervals including: 1) a procedure for obtaining and analysing data from sufficient reviews 2) the consideration of the Reliability Programme 3) a statement that no escalation is permitted without the explicit approval or a procedure approved by Austro Control GmbH Any tasks/checks already escalated shall be listed.	
18	Reliability Programme M.A.302(g) M.A.708(b)(1)	A Reliability Programme reflecting the provisions of APP I to AMC M.A.302 needs to be developed to ensure that all AMP tasks are effective and their periodicity is adequate. The Reliability Programme should be described in the CAME and referenced in the AMP.	

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	APP 1.1.18. APP 6.		
19	Simplified Reliability Programme APP 6.2 LTH 60A	Only applicable for a fleet of max. 5 A/C of the same type acc. TCDS a Simplified Reliability Programme acc. LTH 60A can be used. The Reliability Programme should be described in the CAME and referenced in the AMP.	
20	Pre-Flight Check M.A.301(a) APP 1.1.9.	Details of the pre-flight check: 1) any pre-flight maintenance defined by the TC and or STC holder (airframe, engine and/or propeller) shall be incorporated in the pre-flight check 2) non-maintenance items do not need to be covered in the AMP; relevant OM-B or AFM/OM chapter for the pre-flight checkshould be referenced in the AMP 3) Engine oil servicing and cowling latching procedures should be addressed as defined by the TC Holder (AMM/EMM) and Part 145 compliance must be assured for such tasks	
21	Pre-Flight Maintenance limited Certification Authorisation to the Pilot 145.A.30(j)(4)	Flight crews can be authorised to perform certain pre-flight maintenance tasks: 1) if an aircraft is operated away from a supported location 2) the limited certification authorisation is subject to the MOE containing procedures to address the personnel requirements of point 145.A.30(e) 3) typical tasks that may be certified and/or carried out by a pilot who holds an ATPL or a CPL are minor maintenance or simple checks This should only be used for pilots with a limited certification authorisations using the provisions of 145.A.30(j)(4) after being properly trained. NOTE: Applicable OM-A/-B, CAME and/or MOE procedures to be referenced in the AMP	
22	Properly Inflated Aircraft Tyres Part-26.201(b) Part-26.201(c)	Tyre pressure check every 48 clock hours. For aeroplanes equipped with an installed system that monitors the tyres inflation pressures and that: 1) provides an alert to the flight crew whenever a tyre inflation pressure is below the minimum serviceable inflation pressure, or 2) allows the tyres inflation pressures to be checked prior to the dispatch of the aeroplane, and a tyre inflation pressure check task is included in the pre-flight procedures of the operations manual no specific tyre pressure check needs to be defined. NOTE: Operators who already had a tyre pressure check previously approved are recommended to follow Part-26.201(c) NOTE: for additional information refer to Tire pressure monitoring program Information Letter (DC_LFA_AIR_045)	

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23	Maintenance Concept M.A.302(d) AMC M.A.302(d) APP 2.1.	Describe the maintenance concept considering (if applicable): 1) predefined checks by the TC holder 2) the usage of a block/phased/equalised/single running maintenance concept 3) any other maintenance concept based on operator experience 4) the differentiation between line and base maintenance 5) the implementation of TC holder recommendations based on the anticipated utilisation (e.g. low utilisation requirements) 6) engine, propeller and component maintenance 7) TC holder recommended maintenance 8) appliable tolerances	
24	List of Tasks & Checks Tracking System Requirement Report M.A.302(d) M.A.302(f) APP 1.1.10. APP 1.1.20.	A list or tracking system requirement report showing all scheduled maintenance including 1) the respective threshold/intervals and 2) the type and degree of inspection required for all: 1) maintenance requirements issued by the TC holder(s) 2) repetitive AD's, SB's, STC's, Mod's, Repairs, national requirements 3) tasks originating form the Reliability Programme 4) task created on the operator's discretion 5) component maintenance requirements 6) reference to check packages	
25	One-time Permitted Variations for unforeseen Operational Needs AMC M.A.302 (4) APP 4.	Describe permitted variations for tasks, checks, component requirements, engine, propeller and APU as defined in the TC/STC holder documentation. Reference to the relevant CAME procedure or Describe how variations will be used and applied and the process to be followed If no variation is defined by the TC/STC holder, the following values can be used except where variations are prohibited (e.g. AD, LLP, AWL, CMR, ...): 1) Items controlled by Flight Hours (FH) = 5.000 FH or less: 10% > 5.000 FH: 500 FH. 2) Items controlled by calendar time = 1 year: 10% or 1 month, whichever is the lesser > 1 year: 2 months > 3 years: 3 months 3) Items controlled by cycles = 500 cycles or fewer: 5% or 25 cycles, whichever is the lesser > 500 cycles: 5% or 250 cycles, whichever is the lesser	

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		4) For items controlled by more than one limit the more restrictive limit should be applied NOTE: variations beyond the defined limits need to be defined, evaluated and approved in a separate process NOTE: variations for operational requirements (weighing, FDR readout, ...) need to be pre-approved in respect of Regulation 965/2012 before implementation in the AMP	
26	Airworthiness Limitations CMR's LLP's APP 1.1.17.	A cross-reference to other documents which contain the details of maintenance tasks including alterations originating from repairs, STCs, …: 1) related to mandatory airworthiness limitations (AWL/ALI) 2) related to Certification Maintenance Requirements (CMR's) 3) related to life limits of parts and components (LLP's)	
27	System & Powerplant M.A.302(d) AMC M.A.302(d) APP 1.1.12.	Definitions and description of: 1) a procedure to align the counter of installed parts (e.g. engines, landing gear) with the maintenance programme requirements 2) specific HIRF/L requirements 3) if applicable details of ageing aircraft system requirements	
28	Structural Maintenance Programme APP 1.1.13.(a) Part-26 26.370(a)(i)	Implementation of programmes issued by the design approval holder: 1) (supplemental) structural inspection programmes / documents (SSIP / SSID) 2) approved damage-tolerance-based inspection programmes (DTI)	
29	Corrosion / CPCP APP 1.1.13.(b) Part-26 26.370(a)(iv)	Implementation of a corrosion prevention and control programme (CPCP) considering the baseline CPCP issued by the design approval holder	
30	Limit of Validity APP 1.1.15. Part-26 26.370(a)(iii)	Statement considering the LOV if published by the TC holder for all aircraft covered by the AMP NOTE: applicable for aeroplanes with MTOW > 34.019 kg	
31	Zonal M.A.302(d) AMC M.A.302(d)	Procedure for the identification of zonal tasks including the influence of STCs, modifications and repairs on those tasks	
32	Electrical Wiring Interconnection System / Enhanced	Description of the EWIS/EZAP maintenance concept including: 1) reference to the related TC/STC holder documentation, if applicable 2) identification of relevant EWIS/EZAP tasks	

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	Zonal Analysis Procedure (EWIS / EZAP) AMC 20-21		
33	Critical Design Configuration Control Limitations (CDCCL) APP 1.1.14. APP 2.4.	Reference to the relevant CAME chapter (recommended) or Description how compliance with CDCCL's as identified by the TC/STC holder is established	
34	Procedure for Critical Tasks M.A.402(g)&(h)	Reference to the relevant CAME procedure and Identification of critical tasks related to the safe performance of maintenance and prevention of common caused error in the AMP based on: 1) TC holder definitions 2) the CAME procedure	
35	Component Maintenance M.A.502 M.A.503 APP 1.1.11. APP 1.1.16.	Implementation of component requirements including: 1) the periods at which components should be checked, cleaned, lubricated, re plenished, adjusted and tested 2) the periods at which overhauls and/or replacements by new or overhauled components should be made 3) a procedure for tracking non-periodic component requirements (e.g. wheel NDT inspections, vapor cycle machine inspections, ...)	
36	Sampling Programme for Structure Inspections or Components APP 1.1.12.	Description of any applicable sampling programme considering: 1) structural sampling (only if defined by the TC holder) 2) component sampling (e.g. emergency escape slide on wing sampling)	
37	Reporting Requirements M.A.202	Reference to the relevant CAME chapter (recommended) or Description of the procedures for reporting to the TC/STC holder and competent authority: 1) significant structural damages detected during scheduled maintenance 2) major corrosion detected during scheduled maintenance	
38	Engine Condition Monitoring EMM AMC1 SPA.SET-IMC.105(b)	Reference to the relevant CAME chapter (recommended) or Description of the ECM process considering: 1) the engine maintenance concept as defined by the TC holder (hard time vs. on condition) 2) responsibilities and frequencies for performing the ECM analysis	

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		3) actions resulting from the ECM analysis NOTE: for single-engine turbine aeroplane operations at night and/or in IFR conditions, Regulation (EU) 965/2012 SET-IMC applies	
39	Parking / Storage AMM EMM PROP MM, CMM	Definition and source reference for parking and storage for airframe, engine, propeller and components	
40	AD/SB M.A. 303 APP 1.1.17. CAMO.A.315	Reference to the relevant CAME chapter(s) (recommended) or Description of the AD/SB embodiment policy considering: 1) identification of applicable AD's/SB's 2) embodiment of SB's in respect of the TC holder classification 3) operators risk classification Any repetitive ICA's originating from AD's/SB's shall be listed.	
41	STC, Modifications Standard Changes AMC M.A.302(5) CS-STAN	List of all STC's and modifications with ICA's including: 1) Part-21 approval number 2) reference to related ICA's 3) reference to applicable tasks in the tracking system / task list NOTE: please provide all applicable STC ICA documents with your AMP application For A/C 5.700 kg MTOM and rotorcraft 3.175 kg MTOM: a list of embodied changes with ICA's acc. CS-STAN	
42	SRM/AMM Repairs Standard Repairs AMC M.A.302 (5) APP 1.1.13. CS-STAN	List of all SRM repairs that require periodic inspections or have a defined life limit including: 1) Part-21 approval number (SRM reference) 2) reference to the related instruction for continuous airworthiness (including TC/STC holder repair instructions not covered by the standard AMM/SRM procedures) 3) reference to applicable tasks in the tracking system / task list For A/C 5.700 kg MTOM and rotorcraft 3.175 kg MTOM: standard repairs acc. CS-STAN can be implemented	
43	Repairs beyond SRM/AMM Limits AMC M.A.302(5) APP 1.1.13.(d) Part-21	List of all major repair design approvals that require periodic inspections or have a defined life limit including: 1) Part-21 approval number 2) reference to related ICA's 3) reference to applicable tasks in the tracking system	

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44	Repair and Modification Assessment APP 1.1.13.(c) Part-26 26.370(a)(ii)	Identification of adverse effects which repairs and modifications may have on: 1) fatigue-critical structure / SSID items 2) DTI inspections 3) structural/zonal inspections acc. MPD/MRB	
45	Operational Requirements 1) RVSM 2) LVO / CATI/II/III 3) Reduced Required Landing Distance Operations AMC1 SPA.RVSM.105(h) & AMC3 SPA.RVSM AMC5 SPA.LVO.105 CAT.POL.A.355(b)(9)	The AMP shall include all ICA's issued by the TC/STC holder related to: 1) RVSM operations 2) on-board guidance systems for LVO 3) Additional maintenance instructions, such as, but not limited to, more frequent checks for the aircraft's deceleration devices, especially for the thrust reverse system, should be established by the operator in accordance with the manufacturer's recommendations	
46	ETOPS SPA.ETOPS.100 AMC 20-6B	Description of ETOPS relevant AMP procedures including full compliance with AMC 20-6 NOTE: ETOPS operation is subject to an additional operational approval	
47	non-ETOPS 180 CAT.OP.MPA.140 AMC1 CAT.OP.MPA140(d) AMC1 CAT.OP.MPA140(f)	Definitions related to non-ETOPS 180 operations need to be defined in the applicable operations manual; The following items need to be defined and identified in the AMP: 1) an engine oil consumption programme 2) an engine condition monitoring programme 3) non-ETOPS Pre-Flight Maintenance 4) relevant inspection items related to non-ETOPS operations NOTE: non-ETOPS operations are only applicable for performance class A aeroplanes with MOPSC = 19	
48	Air Carrier Business Grouping CAMO M.A.201(ea)	Provide evidence that the requirements for a single air carrier business grouping using the same CAMO are met, e.g. excerpts from contracts between the operators and the CAMO in accordance with Appendix I to Regulation (EU) 1321/2014 Annex I (Part-M) NOTE: Aircraft specific definitions need to be declared in the AMP, general AMP related procedures and definitions can be	

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		described in the CAME of the dedicated single air carrier business grouping CAMO.	

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2-Additionel/National		**National Requirements and additional Inspection Items to be verified in accordance with M.A.302(d)(i)**		
49	Electronic on-board Equipment LTH 40A Task 40.1 Task 40.2 Task 40.3 SIB 2011-15	Periodic test/functional check of electronic on-board equipment in accordance with LTH 40A: 1) avionic test 2) transponder test 3) magnetic compass check NOTE: aircraft whose maintenance programme has been developed based on MRB/MSG-3 analyses are exempt from the provisions acc. Task 40.1 and Task 40.3	24 Mo	
50	CVR/FDR Tests LTH 40A Task 40.4 CAT.IDE.A.185 CAT.IDE.A.190 CAT.IDE.A.195 AMC1 CAT.GEN.MPA.195 (b) AMC1 NCC.GEN.145 (b) AMC1 SPO.GEN.145 (b) SIB 2009-28	Periodic test/functional check of electronic recording systems in accordance with LTH 40A: 1) CVR operational check 2) FDR readout and plausibility check Daily: operational check of the aural or visual means of the flight recorders for proper operation (if installed) Every 7 days: operational check of the flight recorder Every 5 years or in accordance with manufacturer's recommendations: check 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		
51	Flexible Hoses LTA 46	Elastomer hoses shall be inspected, overhauled or life limited in accordance with manufacturer's recommendations. NOTE: in absence of manufacturer's recommendations, refer to LTA 46	60 Mo	
52	ELT/PLB Testing SIB 2019-09	Annual visual inspection of the ELT and PLB combined with a test and an inspection in accordance with SIB 2019-09 Annex 1. NOTE: only applicable for aircraft that do not have a maintenance program based on a Maintenance Review Board (MRB) Report.	12 Mo	
53	ELT/PLB Battery AMC1 CAT.IDE.A.280 AMC1 SPO.IDE.	Manufacturer requirements for ELT/PLB batteries regarding: 1) periodic testing 2) restoration 3) life limit		

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	A.190			
54	FDR/CVR ULB Battery CAT.IDE.A.185 CAT.IDE.A.190	Manufacturer requirements for FDR/CVR ULB batteries regarding: 1) periodic testing 2) restoration 3) life limit		
55	Cabin Placards ZLLV 2010 Anlage D	Periodic inspection based on operating experience of all cabin placards in accordance with AMM/AOM: 1) for aircraft with MTOM = 2.000 kg placards can either be in English or German language or standardised pictograms 2) for aircraft with MTOM > 2.000 kg placards should be English and German language; exemption: "EXIT" signs or when standardised pictograms are used		
56	Interior and exterior Placards CS 23.2610 CS 25.677(b) CS 25.1541 to 25.1563 NCC.POL.100(b) ICAO Annex 8 IIIA 9.6 ICAO Annex 8 IIIB 7.6 ICAO Annex 8 VA 7.6	Periodic inspection based on operating experience of all applicable interior and exterior maintenance, ground handling and servicing placards in accordance with AMM/STC/AFM/AOM to prevent: 1) missing or unreadable placards 2) placards providing misleading information with significant effect on flight safety		
57	Interior Emergency Lightning and Marking CAT.IDE.A.275 Part-26 26.120	Periodic inspection based on operating experience of emergency exit locator signs, marking signs and passageway floor lightning regarding luminescence (brightness)		
58	Electronic Flight Bag SPA.EFB.100(b)(3)(iv) AMC 20-25A	Routine maintenance of the EFB system including (if applicable): 1) power supply 2) mounting device 3) EFB battery according to the instructions for continued airworthiness published by the TC/STC holder		
59	Terrain Awareness Warning Systems	Ensure that TAWS functions which are part of already installed avionics equipment are not inhibited or disabled. The AMP should also include measures to ensure those functions are not affected.		

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	(TAWS) SIB 2017-14			
60	Other Equipment not covered by TC Holder Maintenance Requirements CAT.IDE.A.100 CAT.IDE.H.100	Additional maintenance requirements for items such as: 1) portable electronic devices carried by flight crew or cabin crew 2) non-installed passenger entertainment equipment 3) any other item that requires periodic maintenance and is not covered by any TC/STC holder maintenance requirement according to the instructions for continued airworthiness published by the manufacturer (if applicable)		
61	First-Aid Kit AMC2 CAT.IDE.A.220	First-aid kit to be periodically inspected, checked for correct content, stowage, installation and expiry date		
62	Emergency Medical Kit / Automatic External Defibrillators AMC4 CAT.IDE.A.225 SIB 2018-03	Emergency medical kit and AED to be periodically inspected, checked for correct contet, stowage, installation and expiry date. Serviceability of the AED should be ensured especially with regard to the batteries. Periodical checks in accordance with the manufacturer's instructions should be included in the AMP.		
63	Fan Cowl Door Loss Prevention SIB 2015-15	Pre-take-off procedures shall be amended to ensure that all maintenance actions involving the opening/closing, removal and re-installation, or replacement of a fan cowl door is brought to the attention of the flight crew of the affected aeroplane before the next flight of that aeroplane	Pre-Flight Check	
64	De-Icing Fluids SIB 2015-27	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. If "Type I" fluids cannot be avoided, a pre-take-off contamination check as described in AEA Recommendations should be performed.	Pre-Flight Check	
65	Catalytic Oxidation of Aircraft Carbon Brakes due to Runway De-Icers SIB 2008-19	Detailed visual inspection of the wheel carbon brake rotors and stators acc. AMM at each landing gear wheel removal NOTE: in absence of an AMM task, the carbon brake should be inspected for obvious damage	each wheel removal	
66	Hydrostatic Test Requirement for Pressure Vessels Installed on an	Ensure that hydrostatic test requirements for pressurised bottles are correctly reflected in the AMP considering possible sources for requirements: 1) MRBR: tasks are applicable to all aircraft 2) national requirements: tasks are only applicable to aircraft or operator under the concerned		

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	Aircraft SIB 2015-11	jurisdiction 3) vendor / equipment manufacturer recommendations: task should be considered as per operator's procedures		
67	Fuel/Oil System Contamination Checks Requirement acc. M.A.302(d)(1)	Fuel/Oil/Hydraulic fluid to be periodically checked for contamination; Fuel/Oil system water drain checks to be carried out. NOTE: in absence of manufacturer's recommendations, the frequency of water drain checks shall be defined in the AMP		
68	Fuel System Maintenance based on Fuel Specifications Requirement acc. M.A.302(d)(1)	Verification of maintenance intervals of fuel system components based on the usage of fuel specifications, e.g. TS 1 (GOST 10227-86)		

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3-Recommendations		**Maintenance Recommendations**		
69	Drinking Water Inspection (Potable Water only) Trinkwasserverordnung (Drinking Water Directive)	Analysis of the potable water quality acc. "Trinkwasserverordnung"; periodic disinfection of the potable water system (incl. tank, lines and faucets) shall be defined.		
70	Periodic Weighing CAT.POL.MAB.100(b) NCC.POL.105	Description of the concept for establishing the mass and the centre of gravity of any aircraft (individual A/C vs. fleet masses). NOTE: variations in accordance with item 25 are not applicable to periodic weighing tasks, such variations should be compliant to regulation (EU) 965/2012		
71	Properly Inflated aircraft tyres SIB 2013-10	For all aircraft not covered by Part-26 a tyre pressure check shall be implemented reflecting the TC holder requirements for properly inflated aircraft tyres. NOTE: If not specified by the TC holder, a tyre pressure check depending on operating environment and operator’s experience should be defined		

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4-Helicopter		**Helicopter Operations only**		
72	Operations without an assured safe forced landing capability CAT.POL.H.305	Reference to the relevant CAME chapter (recommended) or Definition of procedures for: 1) downloading and analysis of the recorded parameters of the usage monitoring system (UMS) including: a. a sufficient frequency of downloading b. subsequent maintenance actions (if applicable) 2) preventive maintenance actions recommended by the helicopter or engine manufacturer as follows: a. engine oil spectrometric and debris analysis (as appropriate) b. engine trend monitoring, based on available power assurance checks c. engine vibration analysis (plus any other vibration monitoring systems where fitted) d. oil consumption monitoring. NOTE: mandatory for SPA.HEMS operations and other CAT operations without an assured safe forced landing capability		
73	Night Vision Imaging Systems (NVIS) SPA.NVIS.110 & GM1 SPA.NVIS.110(f)	Maintenance of Night Vision Imaging Systems (NVIS) Periodic maintenance of the NVIS in accordance with applicable maintenance manual procedures		
74	Maintenance Flight Crew Authorisation 145.A.30(j)(4)	If flight crews are authorised to perform certain maintenance tasks, e.g. installation/removal of mission equipment, role change tasks, first/last flight of the day check: 1) provide a list of these tasks 2) reference to the relevant CAME and/or OM chapter to prove that the flight crew holds a limited certification authorisation to perform these maintenance tasks		
75	Cycle Counting Requirement acc. M.A.302(d)(1)	Reference to the relevant CAME chapter (recommended) or Procedure to ensure that the cycle counting reflects all possible configurations of all aircraft covered by the AMP including references to the relevant source documents, e.g. AMM NOTE: non-compliance with cycle counting requirements may result in non-compliance with airworthiness limitations		