



**REPUBLIC of SAN MARINO  
CIVIL AVIATION AUTHORITY**

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*MAINTENANCE PROGRAMME DECLARATION AND CAA ACCEPTANCE*

A vertical line in the margin indicates an amendment to the previous version.

FOR CAA USE ONLY			
Maintenance Programme Reference No.:		Date:	
The Maintenance Programme, is hereby accepted:                      Director General:			

1.      DETAILS OF AIRCRAFT AND OPERATOR	
Registration Mark:	T7-
Manufacturer 's Designation of Aircraft:	
Serial Number:	
Manufacturer of Aircraft:	
Name of Operator:	

2.      GENERAL
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This document, including the Maintenance Programme Declaration in Part 18, satisfies the requirements of CAR AIR.61 respectively CAR.CAMO.410 for an aircraft operated under CAR OPS 2A or CAR OPS 2H for the acceptance of a Maintenance Programme.

The purpose of this document is to ensure that maintenance programmes submitted to the Civil Aviation Authority are appropriate to ensure the continuing airworthiness of aircraft on the San Marino Aircraft Register.

The maintenance programme must establish compliance with:

- (1) instructions for continuing airworthiness issued by Type Certificate and Supplementary Type Certificate Holders, or;
- (2) instructions issued by the Authority, if they differ from subparagraph (1) or in the absence of specific recommendations, or;
- (3) instructions defined by the owner or the operator and accepted by the Authority if they differ from (1) and (2) above.

It is the responsibility of the owner/operator, through their Airworthiness Coordinator or CAMO Postholder for continuing airworthiness, to ensure that this document is completed and submitted to the Civil Aviation Authority prior to the CAA inspection for the grant of the certificate of airworthiness and that the programme is reviewed annually to ensure the maintenance needs of the aircraft are being met and any changes to the manufacturer's recommendations are reflected.

A full description of the CAA policies and guidance on acceptable maintenance programmes are contained in CAP 12 and CAP 02.

This form is to be completed by the Owner/Operator’s Airworthiness Coordinator or CAMO Postholder for continuing airworthiness as applicable.

With the exception of Parts 5 and 6, the contents of this document shall not be amended without submitting a new declaration with the changes to the CAA.

The Supplementary Non Mandatory Maintenance Tasks in Part 6, should contain non-mandatory maintenance tasks arising from Service Bulletins, Service Letters etc. and any other information as adopted by the owner/operator.

It is the aircraft owner/operator’s responsibility, through their Airworthiness Coordinator or CAMO Postholder for continuing airworthiness, to ensure that applicable maintenance recommendations and requirements are assessed on an ongoing basis for relevance, to ensure the aircraft’s continued airworthiness.

Parts 5 and 6 may be hand amended and do not require a new declaration submission to the CAA following the initial assessment and acceptance by the CAA.

Record the source documents (manual or other document defined on the TCDS (and/or STC) as containing instructions for continuing airworthiness, airworthiness limitation items, recommended overhaul limits, or similar) that constitute the basis of this Maintenance Programme, as detailed below.

**Note:** There is no requirement to record the document revision status, as it is expected that these will always be maintained to the latest revision published.

<b>3. BASIS FOR THE MAINTENANCE PROGRAMME</b>			
Record the source documents that constitute the basis of the maintenance programme:			
	Manufacturer/TC Holder	Document Title/Name	Document Reference No.
Aircraft			
Engine			
APU			
Propeller			

<b>4. NATIONAL REQUIREMENTS</b>	
Requirement	Interval
Weighing	60 months
Inspection of Flight Recorder System	Refer to paragraph 15
Calibration of Flight Recorder System	Refer to paragraph 16





## **7. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA) INFORMATION REVIEW**

It is the responsibility of the owner/operator to ensure that all Instructions for Continued Airworthiness, recommendations, including airworthiness information promulgated in Airworthiness Directives (AD's), Service Bulletins (SB's), Service Letters (SL's), Maintenance Manuals and other material as issued by the manufacturer, Type Certificate Holder, Supplemental Type Certificate Holder, State of type certification on which the San Marino Type Acceptance Certification rests or the CAA, are evaluated for applicability to this aircraft and added to the programme appendices as appropriate.

## **8. ANNUAL UTILISATION**

It is the responsibility of the aircraft owner/operator to ensure that this Maintenance Programme is appropriate for the aircraft utilisation, age, environment and configuration. Additionally, any maintenance required to enable particular operations such as RVSM, EDTO, AWOPs etc shall be completed.

If the annual utilisation varies by more than 25% from the basis of the Type Certificate Holders recommendations, the owner accepts that they or their nominated representative must review the maintenance tasks and periods with a view to making any necessary adjustments.

Note: If the Type Certificate Holder issues a maintenance programme based on a specific annual utilisation or configuration (e.g. low utilisation) then this should normally be used when appropriate.

## **9. Pre-FLIGHT INSPECTIONS**

These checks are to be performed in accordance with the Type Certificate Holders instructions (Flight/Operations Manual, POH, Maintenance Planning Document etc.) and do not require the issue of a maintenance Certificate of Release to Service.

## **10. SAFETY EQUIPMENT**

Where the aircraft is required to carry safety equipment this should be checked for serviceability at regular intervals. Inspection, overhaul and retirement lives are those specified by the equipment manufacturer, and should be listed in Part 4, if not include in the Aircraft Type Certificate Holders document listed in Section 3 above.

## **11. MODIFICATIONS TO AIRCRAFT, ENGINES, PROPELLERS AND/OR EQUIPMENT**

Where modifications or repairs have been made to the aircraft, its engines, or equipment at or after original manufacture any Instructions for Continuing Airworthiness associated with the modifications and repairs must be recorded in Part 5 form part of this Programme.

## **12. FATIGUE LIVES, MANDATORY LIFE LIMITATIONS AND CERTIFICATION MAINTENANCE REQUIREMENTS (INCLUDING ENGINES)**

All fatigue lives, mandatory life limits and Certification Maintenance Requirements published by the State of Design, Type Certificate Holder, State of type certification on which the San Marino Type Acceptance Certification rests or the CAA shall be applicable and no extension or variation will be permitted without the express permission of the CAA.

### **13. INSPECTION STANDARDS**

The maintenance and inspection standards applicable to individual tasks must meet the requirements of the Type Certificate Holder's recommended standards and practices.

### **14. INSPECTION STANDARDS SYSTEM AND STRUCTURAL INTEGRITY PROGRAMMES**

The owner/operator shall ensure that any systems or structural integrity programmes, such as Supplemental Structural Programmes Ageing Structures and Systems, Corrosion Prevention and Control, Fuel Tank Safety, Electrical Wiring Interconnection System (EWIS) published by the Type Certificate Holders are implemented as part of this Maintenance Programme.

Where the Type Certificate Holder has defined a Limit of Validity (LOV) for a programme the aircraft may not continue to be operated beyond these limits.

### **15. INSPECTIONS OF FLIGHT RECORDER SYSTEMS**

For aircraft required to be equipped with any type of recorder: Prior to the first flight of the day, the built-in test features for the flight recorders and flight data acquisition unit (FDAU), when installed, will be monitored by manual and/or automatic checks.

Flight data recording (FDR) systems or aircraft data recording systems (ADRS), cockpit voice recorders (CVR) systems or cockpit audio recording systems (CARS), and airborne image recorders (AIR) systems or airborne image recording systems (AIRS) shall have recording system inspection and analysis intervals of 12 months. Data link recorder (DLR) systems or data link recording systems (DLRS) shall have recording inspection intervals of two years.

CAP 02 contains the specific requirements for the inspections and analysis.

### **16. CALIBRATIONS OF THE FLIGHT DATA RECORDER (FDR) SYSTEM**

The FDR system will be calibrated as follows:

- (a) for those parameters which have sensors dedicated only to the FDR and are not checked by other means, recalibration shall be carried out at least every five years or in accordance with the recommendations of the sensor manufacturer to determine any discrepancies in the engineering conversion routines for the mandatory parameters and to ensure that parameters are being recorded within the calibration tolerances; and
- (b) when the parameters of altitude and airspeed are provided by sensors that are dedicated to the FDR system, there shall be a recalibration performed as recommended by the sensor manufacturer, or at least every two years.

### **17. AIRCRAFT WEIGHING**

The aircraft will be weighed and the position of its centre of gravity determined at five year intervals or at such other times as the CAA may require.

## 18. PERMITTED VARIATIONS TO MAINTENANCE PERIODS

### Permitted Variations by the Type Certificate Holder in their Recommended Maintenance Programme

Variations are permitted only when the periods prescribed by this Programme (or documents in support of this Programme) cannot be complied with due to circumstances which could not reasonably have been foreseen by the owner/operator.

If a TC Holder identifies and includes allowable variations, sometimes called alleviations or task tolerances, in the documents referenced in Box 3 above, such variations may be utilized by the owner/operator after consultation with, and the agreement of, the Airworthiness Coordinator or Postholder for continuing airworthiness as applicable. Particulars of every such variation made shall be entered in the appropriate Log Book(s).

Any maintenance tasks performed utilizing the TC Holders tolerance, but within the "Allowable Task Tolerance" must have that period subtracted from the interval at which the task was due, in order to keep to the original schedule.

Any variations to the Maintenance Programme beyond that described above must have the approval of the CAA.

### Permitted Variations Where the Type Certificate Holder has not Permitted Variations in their Recommended Maintenance Programme

Where the TC Holder does not identify such variations, alleviations or allowable tolerances in the documents referenced in Box 3 above, then the periods prescribed by this Maintenance Programme may be varied by the owner/operator provided that such variations are within the limits specified below.

It is important to note that following is not applicable to Maintenance Programmes where the TC Holder has included variations, alleviations or allowable tolerances in the base documents identified in Box 3.

- (a) Items Controlled by Flying Hours
  - (1) 5000 flying hours or less; 10%;
  - (2) More than 5000 flying hours; 500 flying hours.
  
- (b) Items Controlled by Calendar Time
  - (1) 1 year or less; 10% or 1 month, whichever is the lesser;
  - (2) More than 1 year but not exceeding 3 years; 2 months;
  - (3) More than 3 years; 3 months.
  
- (c) Items Controlled by Landing/Cycles
  - (1) 500 landings/cycles or less; 10% or 25 landings/cycles, whichever is the lesser;
  - (2) More than 500 landings/cycles; 10% or 500 landings/cycles, whichever is the lesser.
  
- (d) For items controlled by more than one limit, e.g. items controlled by flying hours and calendar time or flying hours and landings/cycles, the more restrictive limit shall be applied.

*Notes:*

*The variations permitted above do not apply to:*

1. *Those components for which an ultimate (scrap) or retirement life has been prescribed (e.g. primary structure, components with limited fatigue lives, and high energy rotating parts for which containment is not provided). Details concerning all items of this nature are included in the Type Certificate holder's documents or manuals.*

2. *Those tasks included in the Maintenance Programme that have been classified as mandatory by the Type Certificate holder or the CAA.*
3. *Certification Maintenance Requirements (CMR).*
4. *When variations to the maintenance programme, as above, have been utilized, the period of the variation must be subtracted from the “next due” time in order to keep to the original schedule.*

*Any variations to the Maintenance Programme beyond that described above must have the approval of the CAA.*

**19. AIRCRAFT PARKING AND STORAGE**

The instructions for aircraft prolonged parking, periodic storage checks, and aircraft return to service checks contained within the Aircraft Maintenance Manual (AMM) ATA Chapter 10 “Parking and Mooring” are to be followed unless deviations to this are specifically agreed by the TC Holder.

**20. COMPLIANCE STATEMENT**  
 I hereby declare that the forgoing accurately describes the maintenance programme for the referenced aircraft and fully addresses the minimum airworthiness needs of the aircraft and its equipment.

Date:			
Name of Airworthiness Coordinator or Postholder for continuing airworthiness:		Signature of Airworthiness Coordinator or Postholder for continuing airworthiness:	