



SECTION:	AIRWORTHINESS FORMS	AWF-AMP-001
TITLE:	AIRCRAFT MAINTENANCE PROGRAMME CHECKLIST	

The purpose of the Maintenance Programmes Compliance Checklist is to assist Airworthiness Inspectors with a view to ensuring that Maintenance Programmes submitted to the GCAA are standardised and include all items that are required by CAR-M.302, AMC CAR-M.302 and other additional required items.

The format of this checklist may be modified to suit the operator’s preferred method. The checklist should clearly show either compliance (Yes) or non-compliance (No) or Not Applicable (NA) and the reason all placed under the “compliance” section.

The specific tasks and the relevant control procedures shall be added as specified in the Maintenance Programme (MP) or Continuing Airworthiness Management Exposition/Maintenance Organization Exposition (CAME/MOE) of the operator. The relevant cross-references shall be specified in the appropriate column and the correct term MP, CAME or MOE shall be used. It is not acceptable to leave MP/CAME/MOE as the reference heading without the referenced procedure.

The checklist is provided to ensure the minimum required items are contained in the Maintenance Programme. It should be enhanced as necessary to suit the aircraft’s needs; operational & environmental utilisation.

AWP-10	Appendices	Requirement	Compliance			Inspector
			Yes	No	NA	Sat. / Unsat.
3.1.1		For initial application: Cover Letter provided				
		For amendment application: Q-pulse Change Request submitted				
3.1.1.1		In Form AWF-AMA-001 check:				
		Initial issue or amendment checkbox is ticked out				
		Manual ticked checkbox matches with Manual's name				



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		The manual name, revision number, date and manual reference				
		The source documents are applicable to the aircraft, engines and APU types and are current				
		Approved signatories have prepared, checked and approved the AMP iaw the approved CAME procedures				
3.1.1.2		Ensure that the proposed AMP:				
3.1.1.2(vi)	2.1	Contains LOEP and their revision status				
	2.2	Contains Definitions of the significant terminologies used in the AMP				
	2.8	Contains a Preface/Introductory pages which shall define the contents, the inspection standards, details of pre-flight & daily inspections, permitted variations to task frequency and any procedures to manage the evolution of established checks or inspection intervals				



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3.1.1.1(vii)	2.12	Contains a “Record of Revisions” to record the date and the approved amendments incorporated in the AMP				
	App. 3	The basic structure of the AMP shall conform to a consistent standard and contain the following sections: <ol style="list-style-type: none"> 1- Preface/Introduction 2- Scheduled Maintenance Inspections 3- Lubrication Program 4- Systems Maintenance Program including Engines 5- Zonal Inspection Program 6- Structural Inspection Program 7- Airworthiness Limitations- Structural Inspections 8- Corrosion Prevention Program 9- Component Operating Limits & Control 10- Operators Tasks 				
	App. 3	The general lay –out of the maintenance <u>schedule</u> shall have at least the following columns: <ol style="list-style-type: none"> 1-Task number, 2-Task description, 3-Threshold/interval 4-Full task source reference 				



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		5-Task aircraft applicability when more than one aircraft is covered by the AMP				
3.1.1.2(v)	2.6	The AMP shall include a “Certification Statement” signed by the Accountable Manager of an AOC operator’s CAR M subpart G or a nominated Postholder of the contracted CAMO.				
3.1.1.2(v)		Contents of the AMP matches with the table of contents				
3.1.1.2 (viii)		Revision level of each page matches with the revision level of the page on the LOEP				
3.1.1.2(i,ii)	2.2 2.3	Information and title page are correct, i.e. physical address, contact details, the manual reference, date of revision, number of revision, the registered name of the Operator or CAMO, AOC number, Type/model and registration of the aircraft, engines, APU and propeller				
3.1.1.2(x)		Applicable changes are included in the Summary of Changes (SOC) stipulated by the Operator.				
3.1.1.2(v)		The SOC reflects the type of change occurred i.e. new, revised, deleted or reworded item				



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3.1.1.2(xi)		Clear language, adequate letter size, context divided into parts, subparts, paragraphs or equivalent				
3.1.1.8		For brand new aircraft, if the aircraft is subjected to MRBR process, ensure that: 1- The AMP is based on the MRBR, and 2- Tasks derived from the MRBR are cross referred to MRBR tasks and any associated Reliability Program or Health Monitoring program,				
3.1.1.12		Ensure that the proposed AMP tasks: 1- Contain cross reference to other approved documents related to mandatory life limitations, CMR,ADs tasks, and 2- All the above mandatory tasks are identified as per their source				
3.1.1.9		For used aircraft, in addition to points 3.1.1.8 & 3.1.1.12 above, review the documents related to the embodied modifications and repairs for any repetitive inspection requirements				



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3.1.1.13		Ensure that the AMP is customized for the anticipated utilization of the aircraft and that the AMP conforms to the source document for that utilization. Such utilization shall be stated and include a tolerance of not more than 25% When utilization cannot be anticipated, calendar time limits shall also be included.				
	2.9	Ensure that tasks and periods at which inspections should be carried out, conform to the source documents, and include type and degree of inspection of the following:				
		Aircraft				
		Engines				
		APU				
		Propeller				
		Components				
		Accessories				
		Equipment Instruments				
		Electrical & Radio Apparatus				
	2.15	Ensure that the periods at which components shall be : 1-Checked 2-Cleaned 3-Lubricated				



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		4- Replenished 5- Adjusted 6- Tested are included in the AMP and conform to source documents.				
	2.16	Ensure inclusion of any sampling program details and procedures as applicable				
	2.18	If applicable, a Statement of the limit of validity of the structure (Service Goal Limit) in terms of total flight cycles/calendar date/flight hours				
	2.19	Ensure inclusion of the periods at which overhauls shall be made				
3.1.1.14		Ensure that the AMP tasks' frequency conform or higher than those defined in the source documents				
3.1.1.16		Ensure that, if the AMP applies to several aircraft registrations, the AMP clearly identifies effectivity of the tasks and procedures that are not applicable to all listed registrations				



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3.1.1.3		Ensure that all revised items are identified by i.e. revision bar, letter code, color code or any other equivalent system to denote the revised lines				
3.1.1.4		Compare the SOC submitted by the Operator against the SOC provided by the source documents.				
3.1.1.5		Ensure that: 1- Each revised page has its revision level status increased by (1) while the non revised pages maintain their original level status, 2- The LOEP reflects correctly the current revision level status of each page				
3.1.1.6	2.10	Ensure that: 1-Each task has a task number/code that matches with the task number/code in the source document, 2-if the Operator uses his own task numbering system, other than that used by the source documents, then a cross reference between the two numbering systems is provided,				



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		3-the method and explanation of the used Task Card Numbering System				
3.1.1.17		Verify the inclusion in the AMP of all tasks listed in the Operator’s SOC				
3.1.1.17		Ensure inclusion of any applicable Special Maintenance Requirements issued by the TC/STC holders for systems or equipment installed on the aircraft i.e. equipment for RVSM,ETOPS, MNPS,...				
3.1.1.18		Ensure that additional maintenance tasks related to the operating harsh environment i.e. salt water, volcanic ash, dusty conditions, high humidity, determined by the TC holder are established in the AMP				
3.1.1.19		Ensure that the AMP contains the ICA for Corrosion Prevention and Control established by the TC holder in the MPD or CPM (Corrosion Prevention Manual)				



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	2.17	Ensure that details of specific structural maintenance programs where issued by the TC holder, if applicable, including but not limited to, are included in the AMP: 1-Maintenance of Structural Integrity by Damage Tolerance and Supplemental Structural Inspection Programs (SSID) 2-Structural Maintenance Programs resulting from the SB review performed by the TC holder 3-Repair Assessment 4-Widespread Fatigue Damage				
3.1.1.15		Ensure that the tasks introduced by the Operator as result of modification embodiment, repair accomplished, Reliability Program or GCAA requirement are clearly identified				



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3.1.1.20 3.1.1.23	2.11	Ensure that: 1-the variations procedures in the AMP for task tolerances set beyond the tolerance limits specified by the source documents require GCAA approval, 2-the variations procedures do not apply to tasks related to MCAI (Mandatory Continuing Airworthiness Instructions) i.e. CMRs, LLP, ALI,ADs, 3-the variation procedures of established check periods, shall require GCAA acceptance				
3.1.1.10		Ensure that , for large aircraft whose AMP is based on MSG3 logic, the AMP includes a Reliability Program				
3.1.1.25 3.1.1.26		The Inspector shall provide the Operator with a list of discrepancies found during the review, otherwise an approval will be issued				