



MAINTENANCE PROGRAMME APPROVAL

Programme Approval Reference:

Aircraft Applicability: Operator(s).

For the purpose of:

Operator's Programme Reference:

Issue No. and Date:

NOTE: Where this Approval is applicable to more than one Programme, references to 'Programme' in the singular should be taken as reference in plural. The Maintenance Programme identified above (hereinafter referred to as this Programme is approved on the basis that it prescribes the minimum maintenance to be performed on the aircraft to which this Programme relates. Nothing contained in or omitted from, this Programme absolved person employed in implementing the requirements from ensuring that the aircraft is at all times, maintained in an airworthy conditions.

CONDITIONS

1. The implementation of the requirements of this Programme shall be controlled by such documents and records as well enable personnel authorized to make certifications under the Namibia Civil Aviation Regulations to ascertained to their satisfaction that the requirements have been complied with.
2. The requirements of this Programme shall be completed within the period specified.
3. The prior permission of the NCAA shall be obtained before any maintenance check is sub-divided.
4. In implementing the requirements of the Programme compliance shall, as appropriate be shown with:
 - a) Airworthiness Requirements adopted by the NCAA
 - b) Civil Aircraft Inspection Procedures or equivalent FAA /EASA Advisory Circulars.
 - c) Airworthiness notices.
 - d) Airworthiness Directives or equivalent notification issued by the NCAA or by the responsible Authority of the state of construction.

5. All amendments/alterations to this Programme shall be approved by the NCAA, and no change to the conditions or the endorsements shall be made other than by the NCAA.
6. Any reference made to this Programme in statutory log books and in technical records shall include both the operator's Programme reference and issue number and the NCAA approval number.
7. A copy of this Programme together with a copy of this approval document shall be made available to personnel at the location where the requirements of the Programme are being implemented.
8. Non-compliance with any of the conditions of this approval document or its Endorsements shall invalidate the approval of this maintenance Programme. This Approval document included endorsements.
9. This Maintenance Programme is approved for

**For: Executive Director
Namibia Civil Aviation Authority**



NO.	SUBJECT	NCAA APPROVAL
1	The maintenance checks prescribed in this Programme require the following certificate: A certificate of release to service (CRS) in the format shown in NAMCARs 43.	
2	The Routine Inspection and Continuous Inspection program require the following reference materials;	
3	Approved Check Programme;	
	Line Maintenance	
A	Pre-flight inspection: - Just before every flight	
B	Parking procedures/inspection : - when parking time before next flight will last 2 hrs or more - when the airplane is re-parked into another position - when airplane is transferred from line station to hanger for maintenance or into storage.	
C	Post flight Inspection: - Immediately after every flight - At refueling during training flight	
D	Transit Check : This check requires minor maintenance/servicing, and is intended to assure continuous serviceability of a transiting aircraft. This check is planned for use at an en-route stop and is basically a 'walk-around' inspection which requires a check of the aircraft interior and exterior for obvious damage, leaks, proper operating equipment, required servicing etc.	
E	PERIODIC MAINTENANCE The approved check intervals stated below a. Preflight Check: ---- b. Transit Check : ---- c. Daily: ----- d. Weekly Check: ----- e. Check 'A' f. Check 'C': g. Structural Inspection/'D' check:	
4	ADDITIONAL AIRWORTHINESS LIMITATIONS	
A	Perform the following Airworthiness Limitation Inspections as applicable to the aircraft structure and miscellaneous items.	

B

The Operator or his contracted Maintenance Organisation may vary the periods prescribed by the Schedule provided that such variations are within the limits of sub-paragraph 4B of this Endorsement.

Variations shall be permitted only when the periods prescribed by the Programme (or documents in support of this Programme) cannot be complied with, due to circumstances which could not reasonably have been foreseen by the Operator, or by his contracted Maintenance Organisation.

The decision to vary any of the prescribed periods shall be taken **ONLY** by the Chief Inspector/Quality Manager or person of Equivalent status on behalf of the Operator or his Contracted Maintenance Organisation. Particulars of every variation so made shall be entered in the Appropriate log book(s).

Variations permitted (NOT GENERAL – BUT FOR SPECIFIC TRUSTED OPERATORS) are as follows:

ITEMS CONTROLLED BY FLYING HOURS

Period Involved Maximum Variation of The prescribed period

Airframe Components, Accessories And Appliances

- (i) 500 flying hours or less - 10%
- (ii) Between 501 and 1000 flying hours - 5%
- (iii) More than 1000 flying hours - 50 flying hours

Power-plant Components or Accessories

- (i) 500 flying hours or less - 10%
- (ii) Between 501 and 1000 flying hours - 5%
- (iii) More than 1000 flying hours - 50 flying hours

ITEMS CONTROLLED BY CALENDAR TIME

Maximum Variation of Period Involved Prescribed period

- (i) One Year or less 10% or 1 month whichever is the lesser.
- (ii) More than one year but not exceeding 3 years - 2 months
- (iii) More than 3 years - 3 months

ITEMS CONTROLLED BY LANDINGS/CYCLES

For items controlled by landings or cycles the maximum Escalation permitted is:

- (i) 500 landings/cycles or less - 10% or 25 landing/cycles, whichever is lesser.
- (ii) More than 500 landings/cycles – 10% or 500 landing/cycles, whichever is the lesser.

ITEMS CONTROLLED BY MORE THAN ONE LIMIT

For items controlled by more than one limit e.g. item controlled by

	<p>Flying hours and calendar time or flying hours and landing/Cycles, the more restricted limit shall be applied.</p> <p>NOTES:</p> <p>1. The variations permitted above do not apply to:</p> <ul style="list-style-type: none"> (a) Those components for which an ultimate (scrap) or retirement life has been prescribed (e.g. primary structure of 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 constructor's documents or preface pages of the Maintenance Programme. (b) Those periods in the Maintenance Programme which have been classified as mandatory by the Type Certificate holder or the NCAA. (c) Certification Maintenance Requirements (CMR) unless specifically approved by the manufacturer and agreed by the NCAA. (d) Limitations specified by Minimum Equipment List (MEL) or Configuration Deviation List (CDL). <p>2. Airworthiness Limitation task imposed by the maintenance manual.</p>	
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NAME: **SIGNATURE:**

DESIGNATION: **DATE:**