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## MAINTENANCE PROGRAMME AMENDMENT APPROVAL SUBMISSION

The amended maintenance programme pages and latest revision of the Maintenance Review Board Report (MRBR) & Maintenance Planning Document/Guide (MPD/G) should be submitted to the NCAA Office.

NCAA Approval Ref: \_\_\_\_\_ Issue No: \_\_\_\_\_ Aircraft Type: \_\_\_\_\_

Operator's Programme Ref: \_\_\_\_\_ Issue Date: \_\_\_\_\_ Amendment No: \_\_\_\_\_

Item	Action to be taken	Justification	NCAA Remarks

**COMPLIANCE STATEMENT:** This Maintenance Programme complies with the manufacturer's minimum maintenance and inspection requirements and the requirements of the Namibia Civil Aviation Authority (NCAA) for the airframe, engines (on wing), systems and components except wherein previously or hereby Approved by the (NCAA).

Signed: \_\_\_\_\_ Position: \_\_\_\_\_ Date: \_\_\_\_\_

Organization: \_\_\_\_\_ on behalf of: \_\_\_\_\_

### **FOR OFFICIAL USE ONLY:**

The above/attached requested amendments are approved with the exception of: \_\_\_\_\_

(Reasons for not approving the amendments in the NCAA remarks, above)

Signed: \_\_\_\_\_ for the NCAA (Name of Inspector): \_\_\_\_\_ Date: \_\_\_\_\_

**Sample** of what should be entered into the table above. Additional sheet may be attached.

Item	Action to be taken	Justification	NCAA Remarks
1. Introduction page A	Replace with new page dated	Introduction of new check cycle	
2. Introduction page B	Replace with new page dated	Introduction of Aircraft Registration V5- .....	

3. Page 45 – Item E12	Replace with new page dated	Revision of forward and aft pressure bulkhead inspection requirements. In accordance with manufacturer's latest requirements	
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**PERMITTED VARIATIONS TO MAINTENANCE PERIODS  
(As contained in the Operations Specifications (Ops-Specs))**

The operator may vary the periods prescribed by this Programme provided that such variations are within the limits of sub-paragraphs (a) to (d).

Variations shall be 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 operator. The decision to vary any of the prescribed periods shall be made only by the operator. Particulars of every variation so made shall be entered in the appropriate Log Book(s)

<b>Period Involved</b>	<b>Maximum Variation of the Prescribed Period</b>
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(a) Items Controlled by Flying Hours.

- |  |                                |
|--|--------------------------------|
| Airframe components, accessories and appliances        | – 10% Not To Exceed            |
|  | – 500 hours' time – in-service |
| Power-plants and power-plant components or accessories | – 10% Not To Exceed            |
|  | – 500 hours' time - in-service |

(b) Items Controlled by Calendar Time

- |  |   |
|--|---|
| i. 1 years or less                             | – 10% or 1 month, whichever is the lesser |
| ii. More than 1 year but not exceeding 3 years | – 2 months                                |
| iii. More than 3 years                         | – 3 months                                |

(c) Items Controlled by Landing/Cycles

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

(d) Items Controlled by More Than One Limit

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**

(1) The variations permitted above do not apply to:

- (a) 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, and are included in the preface pages to the Maintenance Programme.
- (b) Those tasks included 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 lists or configuration deviation lists.

(2) Airworthiness Limitation tasks imposed by maintenance manual.