



AMC 017 - THE OPERATORS MAINTENANCE INSPECTION PROGRAMME (M.I.P.)

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CHAPTER 1 Introduction

The purpose of this AMC is to provide additional information and guidance to operators on how to establish a Maintenance Programme that enables compliance with JAR-OPS 1.910 and 3.910 or AUA-RLW, as applicable. This AMC is only a guideline, some elements are developed in detail while others are specified as headings only to indicate the full structure of a Maintenance Programme. The Department of Civil Aviation of Aruba (DCA) has the freedom to establish additional requirements when deemed necessary.

CHAPTER 2 Operator's Aeroplane/Helicopter Maintenance Programme

- (a) The operator must ensure that the aeroplane/helicopter is maintained in accordance with the operator's aeroplane/helicopter maintenance programme. The programme must contain details, including frequency, of all maintenance and inspections required to be carried out. The programme will be required to include a reliability programme when the DCA of Aruba determines that such a reliability programme is necessary.
- (b) The operator's aeroplane/helicopter maintenance programme and any subsequent amendment must be approved by the DCA of Aruba.
- (c) If the DCA does not possess a current copy of the approved manufacturer document used by the Operator to develop the Maintenance and Inspection Programme, the operator must make a current copy available to the DCA.



CHAPTER 3 AOC Holders Aeroplane Maintenance Programme

This chapter specifies the requirements for the maintenance programme to be submitted by the Aruban AOC Holder, as required by JAR-OPS 1.910.

3.1 General requirements

The maintenance programme should contain the following basic information:

1. The type/model and registration number of the aeroplane, engines and, where applicable, auxiliary power units and propellers.
2. The name and address of the operator.
3. The operator's reference identification of the programme document; the date of issue and issue number.
4. A statement signed by the operator to the effect that the specified aeroplanes will be maintained to the programme and that the programme will be reviewed and updated as required by paragraph 5.
5. Contents/list of effective pages and log of revisions of the document.
6. Revision procedures and statement that all revisions require prior DCA approval.
7. Statement that all escalations require prior DCA approval;
8. Check periods which reflect the anticipated utilisation of the aeroplane. Such utilisation should be stated and include a tolerance of not more than 25%. Where utilisation cannot be anticipated, calendar time limits should also be included.
9. Procedures for the escalation of established check periods, where applicable and acceptable to the DCA of Aruba.
10. Provision to record date and reference to approved amendments incorporated in the programme.
11. Details of pre-flight maintenance tasks which are accomplished by maintenance staff and not included in the Operations Manual for action by flight crew.
12. The tasks and the periods (intervals/frequencies) at which each part of the aeroplane, engine(s), APU's, propellers, components, accessories, equipment, instruments, electrical and radio apparatus, and associated systems and installations should be inspected, together with the type and degree of inspection.
13. The periods at which items as appropriate, should be checked, cleaned, lubricated, replenished adjusted and tested.
14. Interval of Weight & Balance of the aircraft (JAR-OPS 1.605 b).
15. Details of specific structural inspections or sampling programmes.
16. Details of the corrosion control programme.
17. Details of aircraft manufacturer aging related maintenance and inspections programme(s).
18. The periods and procedures for the collection of engine health monitoring data.
19. The periods at which overhauls and/or replacements by new or overhauled parts should be made.



20. A cross-reference to other documents approved by the DCA of Aruba which contain the details of maintenance tasks related to mandatory life limitations, Certification Maintenance Requirements (CMR's) and Airworthiness Directives (AD's).

NOTE: To prevent inadvertent variations to such tasks or intervals these items should not be included in the main portion of the maintenance programme document, or any planning control system, without specific identification of their mandatory status.

21. Details of, or cross-reference to, any required Reliability Programme or statistical methods of continuous Surveillance.
22. A statement that practices and procedures to satisfy the Programme should be to the standards specified in the Type Certificate Holder's Maintenance Instructions.
23. Each maintenance task quoted should be defined in a definition section of the Programme.

3.2 Programme basis

1. Operator's Aeroplane Maintenance Programmes should normally be based upon the Maintenance Review Board Report, where available, and the Type Certificate holder's Maintenance Planning Document or Chapter 5 of the Maintenance Manual, (i.e. the Manufacturer's recommended Maintenance Programme). The structure and format of these maintenance recommendations may be re-written by the operator to better suit his operation and control of the particular maintenance programme.
2. For a newly type-certificated aeroplane, where no previously approved Maintenance Programme exists, it will be necessary for the operator to comprehensively appraise the manufacturer's recommendations (and the MRB Report where applicable), together with other airworthiness information, in order to produce a realistic Programme for approval.
3. For existing aeroplane types it is permissible for the operator to make comparisons with maintenance programmes previously approved. It should not be assumed that a Programme approved for another operator will automatically be approved for the operator. Evaluation is to be made of aircraft/fleet utilisation, landing rate, equipment fit and, in particular, the experience of the maintenance organization must be assessed.

3.3 Amendments

1. The operator should raise amendments (revisions) to the approved Programme, to reflect changes in the type certificate holder's recommendations, modifications, service experience, or as required by the DCA of Aruba. Reliability programmes form one important method of updating approved programmes.



3.4 Permitted variations to maintenance periods

1. The operator may only vary the periods prescribed by the Programme with the approval of the DCA of Aruba.

3.5 Periodic review of maintenance programme contents

1. Operator's approved aeroplane Maintenance Programmes should be subject to periodic review to ensure that they reflect current Type Certificate holder's recommendations, revisions to the Maintenance Review Board Report, mandatory requirements and maintenance needs of the aircraft.
2. The operator should review the detailed requirements at least annually for continued validity in the light of operating experience.



CHAPTER 4 AOC Holders Helicopter Maintenance Programme

This chapter specifies the requirements for the maintenance programme to be submitted by the Aruba AOC-Holder, as required by JAR-OPS 3.910.

4.1 General requirements

The maintenance programme should contain the following basic information:

1. The type/model and registration number of the helicopter, engine(s) and, where applicable, rotor and transmission components.
2. The name and address of the operator.
3. The operator's reference identification of the programme document; the date of issue and issue number.
4. A statement signed by the operator to the effect that the specified helicopters will be maintained to the programme and that the programme will be reviewed and updated as required by paragraph 5.
5. Contents/list of effective pages of the document.
6. Check periods which reflect the anticipated utilisation of the helicopter. Such utilisation should be stated and include a tolerance of not more than 25%. Where utilisation cannot be anticipated, calendar time limits should also be included.
7. Procedures for the escalation of established check periods, where applicable and acceptable to the DCA of Aruba.
8. Provision to record date and reference to approved amendments incorporated in the programme.
9. Details of pre-flight maintenance tasks which are accomplished by maintenance staff and not included in the Operations Manual for action by flight crew.
10. The tasks and the periods (intervals/frequencies) at which each part of the helicopter, engine(s), rotors and transmission, components, accessories, equipment, instruments, electrical and radio apparatus, and associated systems and installations should be inspected, together with the type and degree of inspection.
11. The periods at which items as appropriate, should be checked, cleaned, lubricated, replenished, adjusted and tested.
12. Details of specific structural inspections or sampling programmes.
13. Details of the corrosion control programme.
14. Details of aircraft manufacturer aging related maintenance and inspections programme(s)
15. The periods and procedures for the collection of engine health monitoring data.
16. The periods at which overhauls and/or replacements by new or overhauled parts should be made.



17. A cross-reference to other documents approved by the DCA of Aruba which contain the details of maintenance tasks related to mandatory life limitations, Certification Maintenance Requirements (CMR's) and Airworthiness Directives (AD's).

NOTE: To prevent inadvertent variations to such tasks or intervals these items should not be included in the main portion of the maintenance programme document, or any planning control system, without specific identification of their mandatory status.

18. Details of, or cross-reference to, any required Reliability Programme or statistical methods of continuous Surveillance.
19. A statement that practices and procedures to satisfy the Programme should be to the standards specified in the Type Certificate Holder's Maintenance Instructions.
20. Each maintenance task quoted should be defined in a definition section of the Programme.

4.2 Programme basis

1. Operator's Helicopter Maintenance programmes should normally be based upon the Maintenance Review Board Report, where available, and the Type Certificate holder's Maintenance Planning Document or Chapter 5 of the Maintenance Manual, (i.e. the Manufacturer's recommended Maintenance Programme). The structure and format of these maintenance recommendations may be re-written by the operator to better suit his operation and control of the particular maintenance programme.
2. For a newly type-certificated helicopter, where no previously approved Maintenance Programme exists, it will be necessary for the operator to comprehensively appraise the manufacturer's recommendations (and the MRB Report where applicable), together with other airworthiness information, in order to produce a realistic Programme for approval.
3. For existing helicopter types it is permissible for the operator to make comparisons with maintenance programmes previously approved. It should not be assumed that a Programme approved for another operator will automatically be approved for the operator. Evaluation is to be made of aircraft/fleet utilisation, landing rate, equipment fit and, in particular, the experience of the maintenance organization must be assessed.

4.3 Amendments

1. Amendments (revisions) to the approved Programme should be raised by the operator, to reflect changes in the type certificate holder's recommendations, modifications, service experience, or as required by the DCA of Aruba. Reliability programmes form one important method of updating approved programmes.



4.4 Permitted variations to maintenance periods

1. The operator may only vary the periods prescribed by the Programme with the approval of the DCA of Aruba.

4.5 Periodic review of maintenance programme contents

1. Operator's approved helicopter Maintenance Programmes should be subject to periodic review to ensure that they reflect current Type Certificate holder's recommendations, revisions to the Maintenance Review Board Report, mandatory requirements and maintenance needs of the aircraft.
2. The operator should review the detailed requirements at least annually for continued validity in the light of operating experience.



CHAPTER 5 Aruban registered aircraft operating outside Aruba

5.1 Maintenance Programme Requirements

This chapter specifies the requirements for the maintenance programme to be submitted by the operator's operating aircraft outside Aruba, registered under an "Aruban Corporation or equivalent".

The Maintenance Programme has to contain at least the following:

1. Applicable aircraft (type/model, registration, serial number);
2. Name and address of the operator;
3. Identification (number) of the programme;
4. Date of issue, list of effective pages, record of revisions, revision procedures;
5. Statement signed by the operator to the effect that the specified aeroplanes will be maintained to the programme and that the programme will be reviewed and updated;
6. Check periods that reflect the utilization of the aeroplane. Where utilisation cannot be anticipated or for low time utilised aircraft, calendar time limits should also be included. Example: A-check every 30 days, B-check every 6 months and C-check every year.
7. Procedures for escalation of established check periods (if applicable);
8. Inspection intervals and hydrostatic test intervals of all flight safety items as applicable, e.g. escape slides, oxygen bottles, fire extinguishers, etc.
9. Altimeter system and altitude reporting equipment tests and inspection intervals (as per Continued Airworthiness Instructions 2007/001);
10. ATC transponder test and inspection intervals (as per Continued Airworthiness Instructions 2007/001);
11. Pitot Static System Check intervals (as per Continued Airworthiness Instructions 2007/001);
12. Compass swing interval (as per Continued Airworthiness Instructions 2007/001);
13. Weight & Balance interval (as per Continued Airworthiness Instructions 2007/001);
14. Description of each scheduled check;
15. Details of Corrosion Control Programmes;
16. Details of specific structural inspections or sampling programmes;
17. Details of aging aircraft Programmes;
18. Which part of the scheduled maintenance is carried out by which maintenance organization;
19. Component Hard time and or life limited list, including TBO, OC, CM and inspection requirements;
20. The periods and procedures for the collection of engine health monitoring data;
21. A cross reference to other documents approved by the DCA which contain the details of maintenance tasks related to mandatory life limitations, certification maintenance requirements and Airworthiness Directives;
22. Each maintenance task quoted should be defined in a definition section of the Programme;
23. Details of or cross-reference to, any required reliability Programme or statistical methods of continuous surveillance;
24. Details of pre-flight maintenance tasks which are accomplished by maintenance staff and not included in the Operations Manual for action by flight crew.



5.2 Programme basis

1. Operator's Aeroplane Maintenance Programmes should normally be based upon the Maintenance Review Board Report, where available, and the Type Certificate holder's Maintenance Planning Document or Chapter 5 of the Maintenance Manual, (i.e. the Manufacturer's recommended Maintenance Programme). The structure and format of these maintenance recommendations may be re-written by the operator to better suit his operation and control of the particular maintenance programme.
2. For a newly type-certificated aeroplane, where no previously approved Maintenance Programme exists, it will be necessary for the operator to comprehensively appraise the manufacturer's recommendations (and the MRB Report where applicable), together with other airworthiness information, in order to produce a realistic Programme for approval.
3. For existing aeroplane types it is permissible for the operator to make comparisons with maintenance programmes previously approved. It should not be assumed that a Programme approved for another operator will automatically be approved for the operator. Evaluation is to be made of aircraft/fleet utilisation, landing rate, equipment fit and, in particular, the experience of the maintenance organization must be assessed.

5.3 Amendments

1. The operator should raise amendments (revisions) to the approved Programme, to reflect changes in the type certificate holder's recommendations, modifications, service experience, or as required by the DCA of Aruba. Reliability programmes form one important method of updating approved programmes.

5.4 Permitted variations to maintenance periods

1. The operator may only vary the periods prescribed by the Programme with the approval of the DCA of Aruba.

5.5 Periodic review of maintenance programme contents

1. Operator's approved aeroplane Maintenance Programmes should be subject to periodic review to ensure that they reflect current Type Certificate holder's recommendations, revisions to the Maintenance Review Board Report, mandatory requirements and maintenance needs of the aircraft.
2. The operator should review the detailed requirements at least annually for continued validity in the light of operating experience.



5.6 Non Complex Aircraft

If the aircraft is being operated privately, the operator can choose to operate the aircraft using the approved Maintenance Planning Guide (MPG) issued by the aircraft manufacturer, as long as there is a commitment letter from the operator therefor, specifying the following:

- 1) Applicable aircraft (type/model, registration, serial number);
- 2) Name and address of the Operator;
- 3) Reference should be made to the applicable MPG, stating the applicable revision number;



CHAPTER 6 Low Utilisation Aircraft

For low utilisation aircraft the DCA of Aruba can impose the operator to develop a low calendar maintenance programme. This can be approved by the DCA of Aruba, taking into consideration the type of aircraft, the age of the aircraft, the type of operation and the average utilisation of the aircraft in hours and cycles.