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DEPARTMENT OF CIVIL AVIATION – SRI LANKA

AVIATION SAFETY NOTICE

SUBJECT : Changes to Approved Maintenance Schedule of Aircraft

NATURE : Advisory

STATUS : New

DATE OF ISSUE: 11.02.2002

OBJECTIVE : To inform the Airline Operators the procedures to be adopted when changes are proposed to the Approved Maintenance Schedule of aircraft

BACKGROUND: Amendments and changes to Maintenance Schedule (MP) become necessary on operational and maintenance experience, due to safety and economic reasons. This ASN elaborates the procedures the operator should follow to make any changes, when changes to the MP are necessary.

RECIPIENTS : Aircraft Owners
Aircraft Operators
Approved Maintenance Organizations
Subscribers

EFFECTIVE DATE **18.02 2002**

VALIDITY : Until further notice

CONTACT PERSON: Airworthiness Division of the Department of Civil Aviation

AVAILABILITY: Copy of this document is available at the Communication Centre, Department of Civil Aviation, 64 Galle Road, Colombo 3

CONCEPT : The most reliable basis for Maintenance Schedule changes is the Operator's own experience, provided it is applicable and sufficient. The minimum experience is normally one year or one complete interval between tasks, whichever is greater. The inspection Schedule should have a method of measuring continued effectiveness. This Schedule is usually referred to as a Reliability Programme Changes to maintenance Schedule will consist essentially of five types.

1. Reduction of task intervals: Such reduction could be carried out on the operators own experience
2. Addition of tasks: Addition of tasks may be carried out to ensure that acceptable levels of safety and reliability are obtained
3. Extension of intervals : Increase in TBO's of major items such as engines, propellers or landing gears will usually by means of a trial Schedule or a reliability Schedule.

Note that prior to commencement of any trial Schedule for the purposes of TBO extension the operator must demonstrate acceptable performance at the existing interval. Usually satisfactory strip reports of a number of units which have operated to the full TBO. The operator should then obtain approval from the DCA for the trial Schedule. The DCA will specify the guidelines and parameters for the trial Schedule.

4. Deletion of Tasks:: The deletion of any task will depend on the basis used to establish the original Schedule. If a Schedule was based on an MRB report the operator must demonstrate that the initial task is irrelevant to his particular case.

In the case of a Schedule based on manufacturer's recommendation, MSG logic may be utilised to demonstrate that a task can be safely deleted.

5. SLCAA may direct safety related changes to be incorporated, based on their own analysis or on the experience of other operators.

SUPPORTING DATA REQUIRED FOR REVIEW

The data supplied by the Operator may include some or all of the following –

- (a) M R B Report amendments
- (b) Operational History
 - in service difficulties
 - unscheduled removals
 - rescheduled maintenance items
- (c) Reports of scheduled inspections, equivalent to the one being increased conducted since last increase
- (d) What effect will the increase have on multiple check items
- (e) Manufacturers recommended schedule changes
- (f) Other Operator Maintenance Schedule for the same type of aircraft operating in a similar environment
- (g) World fleet average

Lal Liyanaarachchi

Director-General of Civil Aviation