

**CIVIL AVIATION AUTHORITY OF SRI LANKA****MAINTENANCE PROGRAMMES COMPLIANCE CHECKLIST**

The purpose of the Maintenance Programmes Compliance Checklist is to assist owners / operators with a view to ensuring that Maintenance Programmes submitted to the CAASL for approval are standardised and include all items that are required by IS Part-M.A.302, AMC IS Part -M.A. 302 and also other additional CAA required items. This checklist, when completed, should be submitted with the draft maintenance programme.

This document includes all the relevant information as detailed in IS Part-M, Appendix I to the Acceptable Means of Compliance (AMC), the format of which may be modified to suit the operator's preferred method. In all cases the checklist should clearly show either compliance (Yes) & location of the compliance in the notes section or not applicable (No) & the reason in the notes section.

The specific tasks and the relevant control procedures shall be included as specified in the Maintenance Programme (MP) or Continuing Airworthiness Management Exposition (CAME) of the operator / subpart G organisation managing the aircraft. The relevant cross-references shall be specified in the notes column at the appropriate paragraphs and the correct term MP or CAME shall be used. It is not acceptable to simply enter the MP or CAME as the cross-reference.

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, utilisation & environmental.



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### APPLICANT INFORMATION

AOC Number (if applicable):

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\*\*CAA MP file reference:

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Owner / Operators Name:

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Owner / Operators MP/ reference:

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Amendment Status:

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Details of the previous  
maintenance:

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\*\* Please obtain from CAA and include in the front page of the AMP



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<b>1. General Requirements</b>				
1.1	<b>Maintenance Programme basic information:</b>	Compliance		Notes
		Yes	No	
1.1.1	The type/model/ and registration number of the aircraft	<input type="checkbox"/>	<input type="checkbox"/>	
	The type/model of the engines	<input type="checkbox"/>	<input type="checkbox"/>	
	The type/model of the propellers, where applicable	<input type="checkbox"/>	<input type="checkbox"/>	
	The type/model of the auxiliary power units, where applicable	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.2	The name and address of the owner, operator, PART M Subpart G organisation managing the aircraft airworthiness	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.3	The programme reference, the date of issue and issue number	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.4	A signed statement.	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.5	Contents list	<input type="checkbox"/>	<input type="checkbox"/>	
	List of effective pages	<input type="checkbox"/>	<input type="checkbox"/>	
	Revision status of the document	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.6	Check periods for anticipated utilisation; include a utilisation tolerance of not more than 25%. Where utilisation cannot anticipated, calendar time limits should also included	<input type="checkbox"/>	<input type="checkbox"/>	



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<b>1. General Requirements</b>				
1.1.7	Procedures for escalation where applicable & acceptable to the CAA	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.8	Date and reference of approved amendments	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.9	Pre-flight maintenance tasks that are accomplished by maintenance staff	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.10	The tasks and the periods (intervals / frequencies) at which inspections should be carried out, including the task effectively and type and degree of inspection of the:			
	a. Aircraft	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Engine(s)	<input type="checkbox"/>	<input type="checkbox"/>	
	c. APU	<input type="checkbox"/>	<input type="checkbox"/>	
	d. Propeller(s)	<input type="checkbox"/>	<input type="checkbox"/>	
	e. Components	<input type="checkbox"/>	<input type="checkbox"/>	
	f. Accessories	<input type="checkbox"/>	<input type="checkbox"/>	
	g. Equipment	<input type="checkbox"/>	<input type="checkbox"/>	
	h. Instruments	<input type="checkbox"/>	<input type="checkbox"/>	
	i. Electrical and radio apparatus	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.11	The periods at which components should be:			
	a. Checked	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Cleaned	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Lubricated	<input type="checkbox"/>	<input type="checkbox"/>	
	d. Replenished	<input type="checkbox"/>	<input type="checkbox"/>	
	e. Adjusted	<input type="checkbox"/>	<input type="checkbox"/>	



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<b>1. General Requirements</b>				
	f. Tested	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.12	Details of ageing aircraft system requirements with any specified sampling programmes, (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.13	Details of specific structural maintenance programmes, (if applicable), including but not limited to:			
	a. Damage Tolerance and Supplemental Structural Inspection Programmes (SSID)	<input type="checkbox"/>	<input type="checkbox"/>	
	b. SB review performed by the TC holder	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Corrosion prevention and control	<input type="checkbox"/>	<input type="checkbox"/>	
	d. Repair Assessment	<input type="checkbox"/>	<input type="checkbox"/>	
	e. Widespread Fatigue Damage	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.14	Statement of the limit of validity for the structural programme in 1.1.13, if applicable	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.15	The periods at which overhauls should be made	<input type="checkbox"/>	<input type="checkbox"/>	
	The periods at which replacements should be made	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.16	A cross-reference to other documents related to:			
	a. Mandatory life limitations	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Certification Maintenance Requirements (CMR's), (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	



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**1. General Requirements**

	c. Airworthiness Directives (AD)	<input type="checkbox"/>	<input type="checkbox"/>	
	Specific identification of the above items mandatory status	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.17	Reliability programme or statistical methods continuous Surveillance, (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.18	A statement that practices and procedures should be the standards specified by the TC holder	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.19	Each maintenance task (i.e. inspections detailed, scan, general) should be defined in a definition section	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.20	The periods at which overhauls should be made	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.21	If applicable, details of Critical Design Configuration Control Limitations together with appropriate procedures.	<input type="checkbox"/>	<input type="checkbox"/>	

**2. Programme Basis**

		Compliance		Notes
		Yes	No	
2.1	Is the programme based upon the MRB report, the TC holder's Maintenance Planning Document or Chapter 5 of the maintenance manual?	<input type="checkbox"/>	<input type="checkbox"/>	



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2.2	For newly type-certificated aircraft comprehensively appraise the manufacturer's recommendations (and MRB report where applicable)	<input type="checkbox"/>	<input type="checkbox"/>	
2.3	For existing aircraft types, comparisons with maintenance programmes previously approved	<input type="checkbox"/>	<input type="checkbox"/>	

**3. Amendments**

		Compliance		Notes
		Yes	No	
3.1	Amendments (revisions) to reflect changes:			
	a. In the TC holder's recommendations	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Introduced by modifications	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Introduced by repairs	<input type="checkbox"/>	<input type="checkbox"/>	
	d. Discovered by service experience	<input type="checkbox"/>	<input type="checkbox"/>	
	e. As required by the CAA	<input type="checkbox"/>	<input type="checkbox"/>	

**4. Permitted Variations to Maintenance Programme (with the exception of items identified 1.1.16)**

		Compliance		Notes
		Yes	No	
4.1	Process in place to vary the periods through a Procedure approved by the CAA?	<input type="checkbox"/>	<input type="checkbox"/>	



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	Vary the periods with the approval by the CAA (Temporary Amendments to maintenance programme)?	<input type="checkbox"/>	<input type="checkbox"/>	
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**5. Periodic review of Maintenance Programme Contents**

		Compliance		Notes
		Yes	No	
5.1	Periodic review to ensure that the programme reflects current:			
	a. TC holder's recommendations	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Revisions to the MRB report (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Mandatory requirements	<input type="checkbox"/>	<input type="checkbox"/>	
	d. Maintenance needs of the aircraft	<input type="checkbox"/>	<input type="checkbox"/>	
5.2	Annual review defined	<input type="checkbox"/>	<input type="checkbox"/>	

**6. Reliability Programmes**

		Compliance		Notes
		Yes	No	
6.1	Applicability	<input type="checkbox"/>	<input type="checkbox"/>	
6.1.1	Developed in the following cases:			
	a. Programme is based upon MSG-3 logic	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Programme includes condition monitored components	<input type="checkbox"/>	<input type="checkbox"/>	





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6. Reliability Programmes				
	c. Programme does not contain overhaul time periods for all significant system components	<input type="checkbox"/>	<input type="checkbox"/>	
	d. Specified by the Manufacturer's MPD MRB	<input type="checkbox"/>	<input type="checkbox"/>	
6.1.2	Need not be developed in the following cases:			
	a. Programme is based upon the MSG-1 or 2 logic (only hard times or on condition items)	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Not a large aircraft (= or < 5700 kgs MTO or single engined helicopter)	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Programme provides overhaul time periods for all significant system components	<input type="checkbox"/>	<input type="checkbox"/>	
6.1.3	Operator may develop own reliability monitoring programme	<input type="checkbox"/>	<input type="checkbox"/>	
6.2	Applicability, small fleets			
6.2.1	Less than 6 aircraft of the same type	<input type="checkbox"/>	<input type="checkbox"/>	
6.2.2	Reliability programme is irrespective of the fleet size	<input type="checkbox"/>	<input type="checkbox"/>	
6.2.3	Tailor reliability programmes to suit the size and complexity of operation	<input type="checkbox"/>	<input type="checkbox"/>	
6.2.4	Use of "Alert levels" should be used carefully	<input type="checkbox"/>	<input type="checkbox"/>	



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6. Reliability Programmes				
6.2.5	When establishing a reliability programme, consider the following:			
	a. Focus on areas where a sufficient amount data is likely to be processed	<input type="checkbox"/>	<input type="checkbox"/>	
	b. How is engineering judgment applied?	<input type="checkbox"/>	<input type="checkbox"/>	
6.2.6	Pool data and analysis (paragraph 6.6 specifies conditions)	<input type="checkbox"/>	<input type="checkbox"/>	
6.2.7	If unable to pool data / additional restrictions on the MRB/MPD tasks intervals specified	<input type="checkbox"/>	<input type="checkbox"/>	
6.3	Engineering judgment.	<input type="checkbox"/>	<input type="checkbox"/>	
6.3.1	Are there appropriately qualified personnel (with appropriate engineering experience and understanding of reliability concept) for the reliability programme?	<input type="checkbox"/>	<input type="checkbox"/>	
6.4	Contracted maintenance.	<input type="checkbox"/>	<input type="checkbox"/>	
6.4.1	Maintenance programme / may delegate certain functions to the IS-145 organisation	<input type="checkbox"/>	<input type="checkbox"/>	
6.4.2	These are:			
	a. Developing the maintenance and reliability programmes	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Collection and analysis of the reliability data	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Providing reliability reports	<input type="checkbox"/>	<input type="checkbox"/>	



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<b>6. Reliability Programmes</b>				
	d. Proposing corrective actions	<input type="checkbox"/>	<input type="checkbox"/>	
6.4.3	Approval to implement a corrective action / Subpart G prerogative and responsibility	<input type="checkbox"/>	<input type="checkbox"/>	
6.4.4	Maintenance contract / CAME, and MOE procedures	<input type="checkbox"/>	<input type="checkbox"/>	
6.5	Reliability programme.			
6.5.1	Objectives.			
6.5.1.1	Statement summarizing the prime objectives the programme	<input type="checkbox"/>	<input type="checkbox"/>	
	a. Recognize the need for corrective action	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Establish what corrective action is needed	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Determine the effectiveness of that action	<input type="checkbox"/>	<input type="checkbox"/>	
6.5.1.2	The extent of the objectives should be directly related to the scope of the programme	<input type="checkbox"/>	<input type="checkbox"/>	
6.5.1.3	All MSG-3 related tasks are effective and their periodicity is adequate	<input type="checkbox"/>	<input type="checkbox"/>	
6.5.2	Identification of items.			
	The items controlled by the programme should be stated	<input type="checkbox"/>	<input type="checkbox"/>	
6.5.3	Terms and definitions.			
	Significant terms and definitions should clearly identified	<input type="checkbox"/>	<input type="checkbox"/>	



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6. Reliability Programmes				
6.5.4	Information sources and collection.			
6.5.4.1	Sources and procedures in the Exposition	<input type="checkbox"/>	<input type="checkbox"/>	
6.5.4.2	Type of information to be collected should be related to the objectives, examples of the normal prime sources:			
	a. Pilots Reports	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Technical Logs	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Aircraft Access Terminal / On-board readouts	<input type="checkbox"/>	<input type="checkbox"/>	
	d. Maintenance Worksheets	<input type="checkbox"/>	<input type="checkbox"/>	
	e. Workshop Reports	<input type="checkbox"/>	<input type="checkbox"/>	
	f. Reports on Functional Checks	<input type="checkbox"/>	<input type="checkbox"/>	
	g. Reports on Special Inspections	<input type="checkbox"/>	<input type="checkbox"/>	
	h. Stores Issues/Reports	<input type="checkbox"/>	<input type="checkbox"/>	
	i. Air Safety Reports	<input type="checkbox"/>	<input type="checkbox"/>	
	j. Reports on Delays and Incidents	<input type="checkbox"/>	<input type="checkbox"/>	
	k. Other sources: i.e. ETOPS, RVSM, CAT II/ III	<input type="checkbox"/>	<input type="checkbox"/>	
6.5.4.3	Due account of Continuing Airworthiness information promulgated by the TC holder	<input type="checkbox"/>	<input type="checkbox"/>	
6.5.5	Display of information			
	Information displayed graphically or tabular a combination	<input type="checkbox"/>	<input type="checkbox"/>	



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<b>6. Reliability Programmes</b>				
6.5.5.1	Provisions for "nil returns"	<input type="checkbox"/>	<input type="checkbox"/>	
6.5.5.2	Where "standards" or "alert levels", information oriented accordingly	<input type="checkbox"/>	<input type="checkbox"/>	
6.5.6	Examination, analysis and interpretation of the information.			
	Method for examining, analysing and interpreting the information should be explained	<input type="checkbox"/>	<input type="checkbox"/>	
6.5.6.1	Methods of examination may be varied content & quantity	<input type="checkbox"/>	<input type="checkbox"/>	
6.5.6.2	The whole process should enable a critical assessment of the effectiveness of the programme as a total activity. May involve:			
	a. Comparisons of operational reliability with established or allocated standards	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Analysis and interpretation of trends	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Evaluation of repetitive defects	<input type="checkbox"/>	<input type="checkbox"/>	
	d. Confidence testing of expected and achieved results	<input type="checkbox"/>	<input type="checkbox"/>	
	e. Studies of life-bands and survival characteristics.	<input type="checkbox"/>	<input type="checkbox"/>	
	f. Reliability predictions	<input type="checkbox"/>	<input type="checkbox"/>	
	g. Other methods of assessment	<input type="checkbox"/>	<input type="checkbox"/>	
	h. Stores Issues/Reports	<input type="checkbox"/>	<input type="checkbox"/>	
	i. Air Safety Reports	<input type="checkbox"/>	<input type="checkbox"/>	
	j. Reports on Delays and Incidents	<input type="checkbox"/>	<input type="checkbox"/>	



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<b>6. Reliability Programmes</b>				
	k. Other sources: i.e. ETOPS, RVSM, CAT II/ III	<input type="checkbox"/>	<input type="checkbox"/>	
6.5.6.3	Range and depth of analysis should be related to the particular programme:			
	a. Flight defects and reductions in reliability	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Defects – line and main base	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Deterioration observed – routine maintenance	<input type="checkbox"/>	<input type="checkbox"/>	
	d. Workshop and overhaul findings	<input type="checkbox"/>	<input type="checkbox"/>	
	e. Modification evaluations	<input type="checkbox"/>	<input type="checkbox"/>	
	f. Sampling programmes	<input type="checkbox"/>	<input type="checkbox"/>	
	g. Adequacy of maintenance equipment and publications	<input type="checkbox"/>	<input type="checkbox"/>	
	h. Effectiveness of maintenance procedures	<input type="checkbox"/>	<input type="checkbox"/>	
	i. Staff training	<input type="checkbox"/>	<input type="checkbox"/>	
	j. Service bulletins, technical instructions, etc.	<input type="checkbox"/>	<input type="checkbox"/>	
6.5.6.4	Contracted maintenance – arrangements established and details for information input included	<input type="checkbox"/>	<input type="checkbox"/>	
6.5.7	Corrective Actions			
6.5.7.1	Procedures / time scales for implementing corrective actions / monitoring – should be fully described & could include:			
	a. Changes to maintenance, operational procedures or techniques	<input type="checkbox"/>	<input type="checkbox"/>	



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<b>6. Reliability Programmes</b>				
	b. Changes requiring amendment of the approved maintenance programme?	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Amendments to approved manuals	<input type="checkbox"/>	<input type="checkbox"/>	
	d. Initiation of modifications	<input type="checkbox"/>	<input type="checkbox"/>	
	e. Special inspections / fleet campaigns	<input type="checkbox"/>	<input type="checkbox"/>	
	f. Spares provisioning	<input type="checkbox"/>	<input type="checkbox"/>	
	g. Staff training	<input type="checkbox"/>	<input type="checkbox"/>	
	h. Manpower and equipment planning	<input type="checkbox"/>	<input type="checkbox"/>	
6.5.7.2	Procedures for effecting changes should be described	<input type="checkbox"/>	<input type="checkbox"/>	
6.5.8	Organisational Responsibilities.			
	Organisational structure – chains of responsibility should be defined	<input type="checkbox"/>	<input type="checkbox"/>	
6.5.9	Presentation of information to CAA			
	Information submitted to the CAA for approval of the reliability programme:			
	a. Format and content of routine reports	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Time scales for reports / distribution	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Format and content of reports requesting amendments	<input type="checkbox"/>	<input type="checkbox"/>	
6.5.10	Evaluation and review.			
	Describe procedures and individual responsibilities – continuous monitoring of the effectiveness of the programme	<input type="checkbox"/>	<input type="checkbox"/>	



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<b>6. Reliability Programmes</b>				
6.5.10.1	Procedures for revising the "standards" "alert levels"	<input type="checkbox"/>	<input type="checkbox"/>	
6.5.10.2	Criteria to be taken into account during the review includes:			
	a. Utilisation (high / low / seasonal)	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Fleet commonality	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Alert Level adjustment criteria	<input type="checkbox"/>	<input type="checkbox"/>	
	d. Adequacy of data	<input type="checkbox"/>	<input type="checkbox"/>	
	e. Reliability procedure audit	<input type="checkbox"/>	<input type="checkbox"/>	
	f. Staff training	<input type="checkbox"/>	<input type="checkbox"/>	
	g. Operational and maintenance procedures	<input type="checkbox"/>	<input type="checkbox"/>	
6.5.11	Approval of organisation to implement maintenance programme changes arising from the reliability programme results:			
	a. Does the reliability programme monitor the content of the maintenance programme in a comprehensive manner?	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Is appropriate control exercised by the owner / operator over the internal validation of such changes?	<input type="checkbox"/>	<input type="checkbox"/>	
6.6	Pooling Arrangements.			
6.6.1	Pooling information – must be substantially the same, including:			
	a. Certification / modification / SB compliance	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Operational Factors	<input type="checkbox"/>	<input type="checkbox"/>	





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**6. Reliability Programmes**

	c. Maintenance factors	<input type="checkbox"/>	<input type="checkbox"/>	
6.6.2	Is there a substantial amount of commonality / has the CAA agreed?	<input type="checkbox"/>	<input type="checkbox"/>	
6.6.3	Is the aircraft on short-term lease? CAA may grant more flexibility	<input type="checkbox"/>	<input type="checkbox"/>	
6.6.4	Changes to any IS PART M (G) requires assessment in order that the pooling benefits can be maintained	<input type="checkbox"/>	<input type="checkbox"/>	
6.6.5	Reliability programme managed by the aircraft manufacturer if agreed by the CAA	<input type="checkbox"/>	<input type="checkbox"/>	

**7. CAA Required Items**

		Compliance		Notes
		Yes	No	
7.1	Details of who may issue a CRS	<input type="checkbox"/>	<input type="checkbox"/>	
7.2	Define which inspections/checks are considered to be base maintenance	<input type="checkbox"/>	<input type="checkbox"/>	
7.3	Maintenance Requirements, in the absence of specific recommendations.	<input type="checkbox"/>	<input type="checkbox"/>	
7.3.1	Aircraft battery capacity check/deep cycle?	<input type="checkbox"/>	<input type="checkbox"/>	
7.3.2	Emergency equipment	<input type="checkbox"/>	<input type="checkbox"/>	
7.3.3	Emergency escape provisions:			
	a. Portable valise type life-rafts	<input type="checkbox"/>	<input type="checkbox"/>	



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<b>7. CAA Required Items</b>				
	b. Door & escape chutes/slides	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Emergency exits / hatches	<input type="checkbox"/>	<input type="checkbox"/>	
7.3.4	Flexible hoses	<input type="checkbox"/>	<input type="checkbox"/>	
7.3.5	Fuel / oil system contamination checks	<input type="checkbox"/>	<input type="checkbox"/>	
7.3.6	Pressure vessels	<input type="checkbox"/>	<input type="checkbox"/>	
7.3.7	Seat belts and harnesses	<input type="checkbox"/>	<input type="checkbox"/>	
7.3.8	<b>Intentionally Left Blank</b>	<input type="checkbox"/>	<input type="checkbox"/>	
7.3.9	Vital points and control systems	<input type="checkbox"/>	<input type="checkbox"/>	
7.3.10	<b>Intentionally Left Blank</b>	<input type="checkbox"/>	<input type="checkbox"/>	
7.3.11	Maintenance applicable to special operations approvals, if applicable:			
	AWOPS	<input type="checkbox"/>	<input type="checkbox"/>	
	MNPS	<input type="checkbox"/>	<input type="checkbox"/>	
	RVSM	<input type="checkbox"/>	<input type="checkbox"/>	
	ETOPS	<input type="checkbox"/>	<input type="checkbox"/>	
	Sea Pilot transfers	<input type="checkbox"/>	<input type="checkbox"/>	
	Offshore operations	<input type="checkbox"/>	<input type="checkbox"/>	
	HEMS	<input type="checkbox"/>	<input type="checkbox"/>	
	Transport of dangerous goods	<input type="checkbox"/>	<input type="checkbox"/>	
	Other (Specify) .....	<input type="checkbox"/>	<input type="checkbox"/>	
7.3.12	Customer furnished equipment	<input type="checkbox"/>	<input type="checkbox"/>	
7.3.13	Engine & APU condition monitored maintenance	<input type="checkbox"/>	<input type="checkbox"/>	

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<b>7. CAA Required Items</b>				
7.3.14	Mandatory requirements - ADs	<input type="checkbox"/>	<input type="checkbox"/>	
7.3.15	Flight data recorder systems	<input type="checkbox"/>	<input type="checkbox"/>	
7.3.16	Mode "S" transponder ICAO 24-bit aircraft addresses	<input type="checkbox"/>	<input type="checkbox"/>	
7.3.17	In-flight Entertainment Systems (IFE)	<input type="checkbox"/>	<input type="checkbox"/>	
7.3.18	Mode S and ADS-B Surveillance data items	<input type="checkbox"/>	<input type="checkbox"/>	

Completed by:

Date:

.....  
.....

Signed:

.....