PREFACE

01 The Maintenance Plan is effective for the following aircraft:

You may list one or multiple aircraft here.

Aircraft Type	Aircraft Model	Aircraft Registration	Aircraft MSN	Aircraft Engine	Aircraft APU	EASA TCDS
B777	200	EI-GSK	23456	Trent 800	331-500	EASA.IM.A.003

02 The Part CAMO details and contact managing airworthiness of the above noted aircraft:

IALTA CAMO

Shannon Industrial Estate,

Shannon,

Co. Clare,

Ireland

Nominated Person: Mr John McGrath

Nominated Contact: info@ialta.aero

Nominated Contact: +353 123456789

03 AMP Reference:

IAL/777/T Revision 00 Dated 30 January 2022

04 Aircraft Utilisation for Current Maintenance Programme

This Maintenance Programme is based upon the following aircraft utilisation over a period of 12 months:

- Flight Hour: 5000
- Flight Cycle: 500

Many of the scheduled maintenance tasks listed in this document identify the frequency of accomplishment in terms of a usage parameter and frequency.

Transit and Service checks may be augmented at the discretion of the operator.

The Transit Check is intended to assure continuous serviceability of a transiting aircraft. This check is planned for use at an enroute 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, security of attachment and required servicing.

Operators deviating substantially from a normal type of utilization (those accumulating less than 100 flight hours/month/airplane (1200 hours/year)), should consider the application and employment of a Low Utilization Maintenance Program based on calendar time.

Task intervals are expressed in flight hours, cycles, or calendar time. Individual operators may convert intervals (based on airplane utilization) to their desired units provided such conversion does not result in exceeding the frequencies identified herein. An operator may package any or all of the tasks into their own check intervals provided such packaging does not exceed the interval shown for the task. Adjustments for training flights can be made by considering a full stop landing or two touch-and-go landings equivalent to one full flight cycle each.

All intervals are whichever comes first unless otherwise stated.

The aircraft will be operated Part CAT Commercial Air Transport.

04 CAMO Statement:

In preparation of this Maintenance Programme to meet the requirements of EASA Part CAMO the recommendations made by the airframe manufacturers and engine and equipment manufacturers have been evaluated and, where appropriate, have been incorporated.

This Maintenance Programme lists the tasks and identifies the practices and procedures, which form the basis for the scheduled maintenance of the aeroplane(s) listed in section 01.

IALTA CAMO undertakes to ensure that these aeroplanes will continue to be maintained in accordance with this programme.

The data contained in this maintenance programme will be reviewed for continued validity at least annually in the light of operating experience considering new/modified ICA by the TC and/or STC holders along with any other relevant data in accordance with Part 21 to regulation (EC) No 1702/2003.

It is accepted that this programme does not prevent the necessity for complying with any new or amended regulation published by the EASA where these new or amended regulations may override elements of this programme.

It is understood that compliance with this programme does not discharge IALTA camo from the need to ensure that the programme reflects the maintenance needs of the aeroplane, such that continuing safe operation can be assured. It is further understood that EASA reserves the right to suspend, vary or cancel approval of the maintenance programme if EASA has evidence that requirements of the maintenance programme are not followed, or standards not upheld.

05 Contents:

Preface							
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00	Preface	25	01 Nov 2021	00	Initial Issue
01	General	4	23 Sept 2021	00	Initial Issue
02	Systems, APU & Power Plant Tasks	4	23 Sept 2021	00	Initial Issue
02	Systems, APU & Power Plant Tasks	133	30 Jan 2022	00	Initial Issue
03	Structures Introduction	23	23 Sept 2021	00	Initial Issue
03	Structures Tasks	115	30 Jan 2022	00	Initial Issue
04	Zonal Introduction	7	23 Sept 2021	00	Initial Issue
04	Zonal Tasks	23	30 Jan 2022	00	Initial Issue
05	ALS Part 1 Safe Life Items Introduction	8	23 Sept 2021	00	Initial Issue
05	ALS Part 1 Safe Life Items Introduction	63	30 Jan 2022	00	Initial Issue
06	Customisable Equipment	6	30 Jan 2022	00	Initial Issue
07	Repair Repeat Inspections	1	30 Jan 2022	00	Initial Issue
08	ICA Modifications & STC	1	30 Jan 2022	00	Initial Issue
09	Airworthiness Directives	1	30 Jan 2022	00	Initial Issue
10	Service Bulletins	1	30 Jan 2022	00	Initial Issue
11	Reliability Programme	1	30 Jan 2022	00	Initial Issue
12	Operator Tasks	1	30 Jan 2022	00	Initial Issue
13	Life Limited Parts Introduction	7	30 Jan 2022	00	Initial Issue

05 Contents (Continued)					
13	Life Limited Parts Tasks	11	30 Jan 2022	00	Initial Issue
14	Aircraft Storage	5	30 Jan 2022	00	Initial Issue
Annex 1	Daily Check	3	10 May 2021	1.2	Revised 1.2
Annex 2	Weekly Check	4	5 May 2021	1.0	Revised 1.0
Annex 3	Pre-flight	7	6 June 2022	1.0	Revised 1.0

06 Check Periods

This is taken directly from the MPD document removing any notes for operators to contact authorities to change etc.

Systems, APU and Power Plant Section

Task intervals are specified in terms of a frequency and usage parameter such as flight hours, cycles, and calendar time. Letter checks are not used.

DY = Days

FC = Airplane Flight Cycles

APU CNG = APU Change

FH = Airplane Flight Hours

AH = APU Hours

YRS = Years

IDG CNG = Integrated Drive Generator Change

ENG CNG = Engine Change

LDG CNG = Landing Gear Change

LIF LIM = Life Limited

NAT REQ = Regulatory Authority Requirement

SHP VST = Shop Visit

VEN REC = Vendor Recommendation

NOTE = Interval note

Task intervals followed by a fraction indicates the required fraction of the operator's fleet to be inspected.

Example: "24000 HRS 10%" requires 10% of the operator's fleet to be inspected at each 24000 HR interval. Ideally, the oldest airplanes in the operator's fleet should be used for the sample. Additionally, the inspections should be staggered to different airplanes to maximize the inspection coverage across the fleet.

Structure Section:

Task intervals are expressed in terms of frequency and usage parameter such as calendar time and cycles.

A. Threshold: The initial interval that the task is to be performed.

B. Repeat: The repeat interval after the threshold interval has been reached.

• FC = Airplane Flight Cycles

- DY = Days
- ENG CHG = Engine Change
- LDG CHG = Landing Gear Change
- LIF LIM = Life Limited
- NAT REQ = Regulatory Authority Requirements.

Zonal Section:

Task intervals are expressed in terms of a frequency and usage parameter such as flight hours, calendar time and cycles.

- FC = Airplane Flight Cycles
- FH = Airplane Flight Hours
- DY = Days
- APU CNG = APU Change
- LIF LIM = Life Limited
- NAT REQ = Regulatory Authority Requirement

INTERVAL/THRESHOLD PARAMETERS

The following interval parameters are used in this MPD:

Operational units (usage parameters)

–"FH" (Flight hours) : Elapsed time between wheel lift off and touchdown.

–"FC" (Flight cycle) : A complete take off and landing sequence.

Calendar units

"HR" (Hour)	One Calendar hour elapsed.
"DY" (Day)	24 Calendar hours elapsed.
"MO" (Month)	One Calendar month.(can be calculated as 1/12 calendar year). E.g.: Task with 9 MO interval is performed 12 July 2014. The next due date is then 11 April 2015 23:59.
"YE" (Year)	One Calendar year (can be calculated as 365.25 days). E.g.: Task with 6YE interval is performed 12 July 2014. The next due date is then 11 July 2020 23:59.

NOTE: “DY” interval may be counted from 00:00 o'clock of next day (has not to include remaining day time since task completion).

07 Escalation Procedures

Escalation if the maintenance programme will not occur without prior approval from the competent authority.

08 Date/ Revision of Amendments

Revision Number	AMP Reference	Description
00	IAL/777/T	Initial Issue
01	IAL/777/T	AMP updated to latest MPD release

09 Pre-flight Maintenance

The Maintenance Programme includes details of all pre-flight maintenance tasks accomplished by maintenance staff and not those included in the Operations Manual for action by the flight crew.

Any tasks marked as “pre-flight” intervals are included in the prefight tasks appendix.

10 Tasks and Periods

The tasks and the periods (intervals/frequencies) at which each part of the aircraft, engines, APU's, propellers, components, accessories, equipment, instruments, electrical and radio apparatus, together with the associated systems are covered in the maintenance plan in the following 3 sections:

- Systems & Powerplant
- Structures
- Zonal

We will also consider the Airworthiness Limitation Items (ALI) and Certification Maintenance Requirements (CMR).

Within each we will use the ATA 100 numbering system to sort the tasks.

01 Introduction
05 Periodic Inspections
06 Dimensions and Areas
07 Lifting and Shoring
08 Levelling and Weighing
09 Towing and Taxiing
10 Parking, Mooring, Storage and Return to Service
11 Placards and Markings
12 Servicing - Routine Maintenance
20 Standard Practices - Airframe
21 Air Conditioning
22 Auto Flight
23 Communications
24 Electrical Power
25 Equipment / Furnishings
26 Fire Protection
27 Flight Controls
28 Fuel
29 Hydraulic Power
30 Ice and Rain Protection
31 Indicating / Recording Systems
32 Landing Gear
33 Lights
34 Navigation
35 Oxygen
36 Pneumatic
38 Water / Waste
45 Central Maintenance System (CMS)
46 Information Systems
49 Airborne Auxiliary Power
51 Standard Practices and Structures - General
52 Doors
53 Fuselage
54 Nacelles / Pylons
55 Stabilizers
56 Windows
57 Wings
70 Standard Practices - Engine
71 Power Plant - General
72 Engine
73 Engine - Fuel and Control
74 Ignition
75 Bleed Air
76 Engine Controls
77 Engine Indicating
78 Exhaust
79 Oil
80 Starting

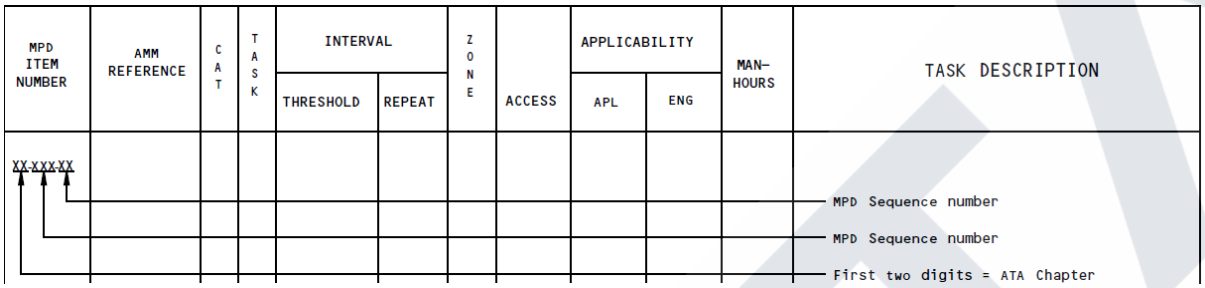
Task number

Each task is identified by a specific MPD task number.

The MPD item number is defined as below:

Digits 1 and 2 will form the ATA Chapter.

Remaining Digits after this form the MPD sequence number



11 The periods at which components should be checked, cleaned, lubricated, replenished, adjusted and tested.

This Maintenance Programme includes the requirements of the MPD & recommendations by the manufacturer regarding periods at which components should be checked, cleaned, lubricated, replenished, adjusted and tested. Section 1 of the AMP notes how component shall be dealt with and as such any items considered Airworthiness Limitation Items (ALI) / Life Limited Parts (LLP) will be removed from service as per the relevant section of the maintenance manual applicable to the component. The sections will be referenced on the Type Certificate Data Sheet (TCDS)

12 Structural Inspection Programme

This Maintenance Programme includes the requirements of the structural inspection programme and any associated sampling programme recommended by the manufacturer. Section 2 of the programme contains the Structural Inspection Programme.

13 Ageing aircraft & sampling requirements

This Maintenance Programme includes the requirements of the structural inspection programme and any associated sampling programme recommended by the manufacturer including Section 2 of the programme contains the Structural Inspection Programme.

14 CDCCL statement

The MPD source document incorporates the OEM CDCCL recommendations, and these are applied throughout the AMP.

15 The airplane level limit of validity of the structural maintenance program

This section provides the Limit of Validity (LOV) in accordance with the requirements of Title 14 CFR § 26.21 (Amendment 26-6). This regulation requires the establishment of an airplane level limit of validity of the engineering data that supports the structural maintenance program that corresponds to the period of time, stated as a number of total accumulated flight cycles or flight hours or both, during which it is demonstrated that widespread fatigue damage will not occur in the airplane. The LOVs listed in the following table support operator compliance with Title 14 CFR Sections 121.1115 and 129.115.

LIMIT OF VALIDITY FOR THE 777-200/200LR/300/300ER/F		
MODEL	**FLIGHT CYCLE LOV**	**FLIGHT HOUR LOV**
777-200	60,000	180,000
Note: Limit of Validity for the 777-200 applies to all 777-200 airplanes except the 777-200LR model.		

16 Overhaul and part replacement periods

Details of items requiring overhaul and or part replacement by new or overhauled components are set out in Section 1 of the maintenance plan.

17 Reliability Programme impact

The reliability programme can be referred to in Annex X where the details are noted accordingly.

18 Glossary of Terms Used

Term	Definition
Airworthiness Limitations	A section of the Instructions for Continued Airworthiness that contains each mandatory replacement time, structural inspection interval and related structural inspection task. This section may also be used to define a threshold for the fatigue related inspections and the need to control corrosion to Level 1 or better. The information contained in the Airworthiness Limitations section may be changed to reflect service and / or test experience or new analysis methods.
AMTOSS Reference	Aircraft Maintenance Task Oriented Support System reference is link to the specific task description in the AMM.
APU Change (APU CNG)	The interval term "APU Change" means the opportunity arising at some time between initiating removal of an APU and completing installation of an APU, irrespective of whether the same APU is reinstalled or a new or overhauled one replaces it.
APU Cycle(s) (AC)	A complete APU cycles.
APU Hour (s) (AH)	The APU operating time from start-up to shut down.
Accidental Damage (AD):	Physical deterioration of an item caused by contact or impact with an object or influence which is not a part of the aircraft, or by human error during manufacturing, operation of the aircraft, or maintenance practices.
Bench Check	A functional check of item in shop to determine whether the item may be returned to service or whether it requires adjustment, repair, or overhaul.
Borescope Inspection	A detailed inspection using remote viewing apparatus in which a probe and light is inserted into hard-to-reach places
Check (CHK)	Task performed to ensure that a system or component is still serviceable (check of bottle weight, check of firing circuit continuity, etc or that pressures or fluid levels are correct (See also visual check).
Clean	To remove debris, depositions, spills, and coatings using suitable materials to enable inspection, improve appearance and / or sanitary condition

Term	Definition
Corrosion Level 1	Corrosion damage that does not require structural reinforcement or replacement, or corrosion occurring between successive inspections exceeds allowable limit but is local and can be attributed to an event not typical of operator usage of other aircraft in the same fleet (e.g., mercury spill).
Detailed Inspection (DET)	An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses etc. may be necessary. Surface cleaning and elaborate access procedures may be required.
Damage Tolerant	qualification standard for aircraft structure. An item is judged to be damage tolerant if it can sustain damage and the remaining structure can withstand reasonable loads without structural failure or excessive structural deformation until the damage is detected
Day	Twenty-four calendar hours elapsed.
Discard (DIS) / Service life / Ultimate Life / Scrap / Life Limit	The removal from service of an item at a specified life limit, not to be used again
Engine Change (ENG CNG)	"Engine Change" means the opportunity arising at some time between initiating removal of an Engine and completing installation of an Engine, irrespective of whether the same Engine is reinstalled or a new or overhauled one replaces it.
Enhanced Zonal Analysis Programme (EZAP)	EZAP involves detailed visual inspections of aircraft wiring, zone-by-zone in the airplane
Environmental Deterioration (ED):	Physical deterioration of an item's strength or resistance to failure because of chemical and / or thermal interaction with its climate or environment.
Failure Effect	The result of a functional failure
Fatigue Damage (FD)	The initiation of a crack or cracks due to cyclic loading and subsequent propagation.
Functional Check (FNC)	A quantitative check to determine if one or more functions of a system / sub-system or component perform within specified limits. This is a potential failure finding task. This task may call for the use of special test equipment.
Inspection	An examination of an item against a specific standard to detect irregularities and discrepancies such as wear deterioration, damage, corrosion, cracking, etc…

Term	Definition
Inspection - General Visual (GVI)	A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight or droplight and may require removal or opening of access panels or doors. Stands, ladders or platforms may be required to gain proximity to the area being checked
Inspection – Special Detailed (SDI)	An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. The examination is likely to make extensive use of specialised Inspection Techniques and / or equipment. Intricate cleaning and substantial access or disassembly procedure may be required. When such inspections are required, detailed NDT procedures are described in the Non- destructive Testing Manual (NTM).
Interval- Repeat	The interval between successive accomplishments of a specific maintenance task after reaching the threshold interval.
Lightning / High Intensity Radiation Field (L/HIRF)	The intent of the L/HIRF dedicated maintenance tasks is to avoid the possibility of significant loss of the wiring protection
Lubrication (LUB)	Term covering all types of lubrication by grease gun, squirt can, spray, brush, or hand application for the purpose of Maintaining the inherent design operating capabilities of an item.
Maintenance Task	An action or set of actions, including corresponding planning data, required achieving a desired outcome, which maintains an item (component, system / sub-system, structure) in or restores an item to serviceable condition. This term includes inspection and determination of condition.
Maintenance Significant Item (MSI)	Item identified by the manufacturer, whose failure: - • Could affect safety (ground or flight), and / or • Is undetectable during operation, and / or • Could have significant operational impact, and / or • Could have significant economic impact.
Month	A period of one calendar month.
NDT -Inspection	Non-destructive inspection procedure, e.g., eddy current, ultra-sonic. Detailed NDT procedures are described in the Non-destructive Testing Manual (NTM)

Term	Definition
Operating	This is defined as the time interval during which passengers and crew are on board for the purpose of flight.
Operational Check (OPC)	A task to determine that an item is fulfilling its intended purpose. This task may include the reading of the aircraft instruments but does not require the measurement of tolerances. This is a failure finding task.
Regulatory Authority	Applicable government agency that regulates civil aviation, CAA
Replacement	The action whereby an item is removed, and another new or restored item is installed in its place
Restoration (RST)	Term covering all actions (on / off the aircraft) necessary to return the item to a specific standard. Restoration may vary from cleaning or replacement of single parts up to a complete overhaul.
Sampling	The monitoring and / or withdrawal of selected devices from service to permit determination of their condition at predetermined progressive intervals.
Servicing	Consumable replenishment by servicing i.e., Means replenishing of fuel, hydraulic fluids oil, gas. It also includes drainage, sampling, aircraft protection, contamination, detection, and system line flushing.
Structure Significant Item (SSI)	A structural detail, structural element or structural assembly which is judged significant by the manufacturers because of the reduction in aircraft residual strength or loss of structural function which are consequences of its failure.
Threshold	Limit deadline for all tasks not performed on a sampling basis at which the task must be accomplished for the first time (subsequent accomplishment deadlines are obtained by adding the repeat interval and its multiples to the threshold).
Visual Check (VCK)	An observation to determine that an item is fulfilling its intended purpose. Does not require quantitative tolerances. This is a failure finding task.
Year	A period of 12 consecutive months.
Zonal Inspection	A collective term comprising selected general visual inspections and visual checks that is applied to each zone, defined by access and area to check system and power plant installations and structure for security and general condition

19 Abbreviations

Acronym	Abbreviation
AAPS	Ambient Absolute Pressure Sensor
A/C	Aircraft
AC	Alternating Current
ACARS	Aircraft Communications Addressing & Reporting System
ACMS	Aircraft Condition Monitoring System
ACP	Audio Control Panel
ACT	Additional Centre Tank
ACMS	Aircraft Condition Monitoring System
AD	Airworthiness Directive
ADF	Automatic Direction Finder
ADIRU	Air Data / Inertial Reference Unit
ADR	Air Data Reference
AEVC	Avionics Equipment Ventilation Computer
AFT	Average Flight Time
AH	APU Hours
ALI	Airworthiness Limitation Item
ALNA	Airline Network Architecture
AMM	Aircraft Maintenance Manual
AOA	Angle Of Attack
AP	Autopilot
APPL	Applicability
APU	Auxiliary Power Unit
ARO	Anti-Roll Out
ASPU	Autonomous Standby Power Supply Unit
ATC	Air Traffic Control
A/THR	Auto-thrust
ATIMS	Air Traffic and Information Management System
ATT	Attitude

Acronym	Abbreviation
BAT	Battery
BAC	Bulk Avionics Compartment
BCRC	Bulk Crew Rest Compartment
BITE	Built In Test Equipment
CBB	Connexion by Boeing
CPCP	Corrosion Prevention and Control Programme
CDU	Centre Drive Unit
CIDS	Cabin Intercommunication Data System
CLG	Centre Landing Gear
CMR	Certification Maintenance Requirement
CMS	Central Maintenance System
CRR(C)	Crew Rest Room (Cabin)
CRR(U)	Crew Rest Room (Underfloor)
CSM/G	Constant Speed Motor / Generator
CSU	Command Sensor Unit
CVR	Cockpit Voice Recorder
CY	Cycles (Engine)
DAR	Digital ACMS Recorder
DC	Direct Current
DCR	Dock on Crew Rest
DEU	Decoder / Encoder Unit
DET	Detailed Inspection
DFDR	Digital Flight Data Recorder
DIS	Discard
DMC	Display Management Computer
DME	Distance Measuring Equipment
DIS	Discard
DY	Days
EASA	European Union Aviation Safety Agency
ECAM	Electronic Centralised Aircraft Monitoring
ECAS	Emergency Cabin Alert System

Acronym	Abbreviation
ECU	Engine Control Unit
ED	Environmental Deterioration
EDP	Engine Driven Pump
EEC	Engine Electronic Controller
EFCS	Electrical Flight Control System
EFIS	Electronic Flight Instrument System
EG	Entrance Guide
ELT(AF)	(Automatic Fixed) Emergency Transmitter Locator
ELT(S)	Survival Emergency Locator Transmitter
EMCD	Electric Magnetic Chip Detector
ENT	Enterprise
EPSU	Emergency Power Supply Unit
ERP	Enhanced Runaway Protection
ESM	Engine Shop Manual
ESS	Essential
EVAC	Evacuation
EWIS	Electrical Wiring Interconnection System
FAA	Federal Aviation Administration
F-BCRC	Full Bulk Crew Rest Compartment
FADEC	Full Authority Digital Engine Control
FANS	Future Air Navigation System
FAR	Federal Aviation Regulation
FC	Flight Cycles
FCC	FWD Cargo Compartment
FCRC	Flight Crew Rest Compartment
FDU	Fire Detection Unit
FEC	Failure Effect Category

Acronym	Abbreviation
FH	Flight Hours
FCMC	Fuel Control and Monitoring Computer
FCMS	Fuel Control and Monitoring System
FCPC	Flight Control Primary Computer
FCSC	Flight Control Secondary Computer
FD	Fatigue Damage
FIN	Functional Identification Number
FM	Flight Management
FMCU	Flow Metering Compact Unit
FMS	Flow Metering System
FNC	Functional Check
FPI	Fluorescent Dye Penetrant Inspection
FR	Frame
FWC	Flight Warning Computer
FWD	Forward
GAC	Galley Air Cooler
GCU	Generator Control Unit
GE	General Electric
GPWC	Ground Proximity Warning Computer
GPWS	Ground Proximity Warning System
GRP	Group
GVI	General Visual Inspection
HAPS	Hydrostatic Absolute Pressure Sensor
HDG	Heading
HF	High Frequency
HFEC	High Frequency Eddy Current
HIRF	High Intensity Radiated Fields
HP	High Pressure
HPT	High Pressure Turbine
HRS	Hours (Elapsed Time)
I	Interval
IDG	Integrated Drive Generator
IFE	In Flight Entertainment
IFEC	In Flight Entertainment Centre
ILS	Instrument Landing System

Acronym	Abbreviation
IN	Inspection
IP	Intermediate Pressure
IR	Inertial Reference
JAA	Joint Airworthiness Authorities
JAA	Joint Aviation Authorities
JAR	Joint Airworthiness Requirement
JAR	Joint Aviation Requirement
KTS	Knots Nautical Miles Per Hour
LDL	Lower Deck Lavatories
LDF	Lower Deck Facilities
LDMCR	Lower Deck Mobile Crew Rest
LED	Light Emitting Diode
LFEC	Low Frequency Eddy Current
LGCIU	Landing Gear Control and Interface Unit
LH	Left Hand PDU Power Drive Unit
LP	Low Pressure
LPT	Low Pressure Turbine
LUB	Lubrication
LUR	Low Utilisation Recommendation
MCD	Magnetic Chip Detector
MCDU	Multi Control Display Unit
MIS	Maintenance Information System
MLG	Main Landing Gear
MO	Months
MPD	Maintenance Planning Document
MPI	Magnetic Particles Inspection
MPPT	Maintenance Programme Publication Trigger
MRB	Maintenance Review Board
MRBR	MRB Report

Acronym	Abbreviation
MSI	Maintenance Significant Item
MSN	Manufacturers Serial Number
MTHS	Months
N/A	Not Applicable
ND	Navigation Display
NLG	Nose Landing Gear
No	Number
NR	National Requirement
NT	Note
NTM	Non-Destructive Testing Manual
OANS	Onboard Airport Navigation System
OPC	Operational Check
PA	Public Address
P/B SW	Pushbutton Switch
P-BCRC	Partial Bulk Crew Rest Compartment
PCU	Power Control Unit
PDU	Power Drive Unit
PFD	Primary Flight Display
P/N	Part Number
POB	Pressure-OFF Brake
PTT	Press to Test
PUA	Air Pressurisation Unit
PW	Pratt & Whitney
PWS	Predictive Wind-shear
QAR	Quick Access Recorder
RA	Radio Altimeter
RAT	Ram Air Turbine
RCC	Remote Control Centre
RCT	Rear Centre Tank
REV	Revision
RH	Right Hand
RMP	Radio Management Pane
RR	Rolls Royce
RST	Restoration
RSVR	Reservoir
RTA	Rudder Trim Actuator
RTLU	Rudder Travel Limitation Unit
RVSM	Reduced Vertical Separation Minima

Acronym	Abbreviation
SB	Service Bulletin
SDI	Special Detailed Inspection
SECT	Section
SIU	Server Interface Unit
SMR	Scheduled Maintenance Report
SRM	Structure Repair Manual
SRPSU	Slide Release Power Supply Unit
SSA	System Safety Assessment
SSI	Structural Significant Item
ST	Sample Threshold
STR	Stringer
SVC	Servicing
T	Threshold
TS	Technical Services
TBO	Time Between Overhaul
TCAS	Traffic Collision Avoidance System
THS	Trimmable Horizontal Stabilizer
THSA	Trimmable Horizontal Stabilizer Actuator
TOT	Transfer of Title
TPIS	Tyre Pressure Indication System
TPS	Temporary Protection System
ULB	Underwater Locator Beacon
US	Ultrasonic

Acronym	Abbreviation
VCK	Visual Check
VCC	Video Control Centre
VHF	Very High Frequency
VOR	VHF Omni-bearing Range
VR	Vendor Recommendation
WDM	Wiring Diagram Manual
WGL-QAR / DAR	Wireless Ground Link – Quick Access Recorder / Digital ACMS Recorder
WTB	Wing Tip Brake
WV	Weight Variant
YE	Years
ZIP	Zonal Inspection Programme
VCC	Video Control Centre
VHF	Very High Frequency

20 Reference Sources

The below indicates the documentation used in creating the maintenance plan.

Document & Number	Revision No. / Date
Maintenance Planning Document (MPD) - D622W001	05 Sep 2021
Airworthiness Limitations (AWL) & Certification Maintenance Requirement (CMR) - D622W001-9	February 2021
Maintenance Review Board Report (MRBR) - D622W001-MRBR	05 May 2021
Aircraft Maintenance Manual (Chapter 10 and 71 for Storage instructions) - D633W101	05 Sep 2021
Rolls-Royce Trent 800 Time Limits Manual - T-Trent	Rev. 57, 15 Dec 2019
GTCP 331 Engine Inspection/Repair Manual - 49-26-57	Rev. 25, 03 Aug 2021

Note that the reference in yellow is added in later and you will see where this comes from as we create our AMP, if you are only considering creating the Preface document now in the course, we do not cover this yet.

The refence material that IALTA CAMO shall use in addition shall be comprised of:

- Airworthiness Directives (AD).
- Service Bulletin (SB).
- Operators Information Transmission, Service Letters or any other OEM technical transmission.
- STC holder documentation and technical transmissions.
- Vendor technical transmissions and associated CMM.
- National Authority regulations.

Where applicable the latest revision shall be used.

21 AMP Ownership, Oversight and Updates.

The Continuing Airworthiness Manager of IALTA CAMO shall be responsible for the development and subsequent update / oversight of this Maintenance Programme for the aircraft including amendments and submission to the relevant authority for approval.

Amendments and revisions shall note changes / updates in the Type Certificate Holders recommendations, MPD and MRBR report revisions, modifications, service experience National Authority or any other reference noted in the Reference Sources.

22 Permitted Variations to Maintenance Periods

IALTA CAMO may vary the periods prescribed by this Programme provided that such variations are within the limits of the below table:

ITEMS CONTROLLED BY FLYING HOURS	
Period Involved	**Maximum Variation of Prescribed Period**
5000 Flying Hours or Less	10%
More than 5000 Flying Hours	500 Flying Hours
ITEMS CONTROLLED BY CALENDAR TIME	
Period Involved	**Maximum Variation of Prescribed Period**
1 Year or Less	10% or 1 Month whichever is the lesser
More than 1 Year but NOT Exceeding 3 Years	2 Months
More than 3 Years	3 Months
ITEMS CONTROLLED BY LANDINGS / CYCLES	
Period Involved	**Maximum Variation of Prescribed Period**
500 Landings / Cycles or Less	5% or 25 Landings / Cycles whichever is lesser
More than 500 Landings / Cycles	5% or 250 Landings / Cycles whichever is lesser
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.	

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 Logbook(s).

23 Additional UK Maintenance Requirements (Example of regional requirements)

Aircraft Battery Capacity Checks

Batteries are maintained as detailed in the schedule in Section X of this Maintenance Programme.

Emergency Equipment

The required emergency equipment will be maintained to a programme based on the equipment manufacturer's recommendations.

In addition, in Section X the following requirements are complied with in the Maintenance Programme. a) Emergency equipment is to be checked for correct complement, stowage, installation and expiry date(s) at suitable periods.

b) First aid kit(s) contents are checked at periods not exceeding 12 months.