

AERONAUTICAL INFORMATION CIRCULAR - MOÇAMBIQUE
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AIC - International
16/12
01 March

ADVISORY

CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAMME

1. AUTHORITY

This circular is issued by the Executive Chairman of the Instituto de Aviação Civil de Moçambique (IACM) in pursuance of powers vested in him under Article 31 of Law N^o 21/2009 of 21 September and Article 12 of Resolution 19/2011 of 30 November.

2. PURPOSE

This document contains direction and guidance to be used by Mozambique AOC holders on the compilation of an acceptable Continuous Maintenance Programme to meet the requirements of the Civil Aviation Regulations and the associated Technical standards. The purpose of this document is to ensure that all Maintenance Programmes submitted to the IACM for approval are standardised and, include all the items required by the Regulations and additional applicable Mozambique Civil Aviation requirements.

3. REFERENCES

- MOZ-CARS 121.04.12 and 121.09.3
- MOZ-CARS 135.04.13
- MOZ-CARS 43
- MOZ-CATS – GMR Part 43

4. APPLICABILITY

This document applies to all continuous maintenance programmes that are required by a Mozambique AOC holder as required by Regulation MOZ-CARS/CATS Part 121, 127 and 135.

5. APPLICATION

5.1 General

5.1.1 An aircraft maintenance programme combines the maintenance and inspection functions used to fulfil an air operator/applicant's total maintenance obligations and needs.

5.1.2 The Civil Aviation Regulations require that an aircraft registered in Mozambique shall not engage in commercial air transport operation unless the aircraft including its engines, equipment, and radios has been maintained in accordance with a maintenance program approved by the Authority and maintenance procedures recommended by the aircraft manufacturer.

5.2 New Programme

5.2.1 The AOC Holder will submit the maintenance program for approval by the Authority during the certification process, or during the process of C of A issuance.

5.2.2 The AOC Holder should take in consideration the following:

- (a) The approved Maintenance Review Board Report to be used;
- (b) The Type Certificate holders maintenance recommendations to be used;
- (c) The general format and standards that the IACM expects of the document;
- (d) The requirements for the Compliance Statement (Form MOZ 121-A03);
- (e) The additional IACM requirements which are applicable.

Note: The applicant must be in possession of the latest issues of all relevant documents, together with an amendment subscription to keep them up to date. The applicant will be expected to provide the IACM with copies of these documents together with an amendment service.

5.2.3 Instructions, standards and procedures to be followed when applying the provisions of the approved maintenance program, including raising of them maintenance job cards, required certification, certifying engineers, recording of scheduled and unscheduled maintenance should be defined in the operator's Maintenance Control Manual (MCM).

5.2.4 The AOC holder will thereafter submit two copies of the maintenance program and the Compliance Statement (Form MOZ 121-A03, this document must properly bound. to the IACM for approval.

Note: Form MOZ 121-A05 Maintenance Programme Amendment Approval Submission is not required for submission of a new maintenance schedule

5.3 AMENDMENT OF AN EXISTING PROGRAMME

5.3.1 The AOC Holder will submit a copy of the amendment to the IACM for its review and subsequent approval. The amendment will be submitted with a cover letter and accompanied by Form MOZ 121-A05 (Maintenance Programme Amendment Approval Submission) which summarizes the changes and the reasons for the changes.

5.3.2 The amendment must be accompanied by an updated table of contents, if necessary, and an updated list of effective pages.

Note: A Compliance Statement (Form MOZ 121-A03) is not required for submission of an amendment to an existing maintenance programme, except if the amendment is a revision of the entire document.

6. REVIEW AND APPROVAL

6.1 The IACM will review the maintenance program the documents and Compliance Statement as applicable. When it is satisfactory, the Authority approves it by stamping the List of Effective Pages and returning one copy to the operator. The other copy is retained by the Authority.

6.2 In the case of the foreign registered aircraft, the maintenance program must have been approved by the State of Registry and be evaluated by the Authority before it is accepted by the Authority.

6.3 If discrepancies are found, a notice listing specific discrepancies found is issued to the operator.

Note: Form MOZ 121-A05 Maintenance Programme Amendment Approval Submission is not required for submission of a new maintenance schedule.

6.4 The IACM will signify its approval of an amendment to an existing Maintenance Programme by returning a signed and dated copy of Form MOZ 121-A05 to the applicant, in addition to an approved copy of the list of effective pages. The Form MOZ 121-A05 should be placed at the front of the approved Maintenance Programme.

6.5 The IACM will require to keep a copy of the approved Maintenance Programme in its library.

7. MAINTENANCE TOLERANCES

7.1 The registered operator may vary the periods prescribed by the Maintenance Program within the limits of paragraph 6.3 provided that such variations are within the criteria defined in paragraph 6.2 and appropriate procedures to describe the process are contained in the MCM. Where a variation to a maintenance task(s) is extended, the next scheduled completion for the task(s) is derived from the time the late operation was originally scheduled.

7.2 Variations shall be permitted only when the periods prescribed by the Maintenance Program cannot be complied with due to circumstances, which could not reasonably have been foreseen by the operator. The variations permitted in 6.3. do not apply to:

- (1) Those components for which an ultimate (scrap) life has been prescribed (e.g. primary structure, components with limited fatigue life, and high energy rotating parts for which containment is not prescribed).
- (2) Certification Maintenance Requirements (CMR) unless specifically approved by the manufacturer and agreed by IACM.
- (3) Intervals specified by an Airworthiness Directive.
- (4) Limitations specified by Minimum Equipment lists (MEL) or Configuration Deviation Lists (CDL).

- (5) Structural sampling periods imposed by the MRB.
- (6) Special Structural Inspection Program or damage tolerance requirements.
- (7) Those tasks included in the Maintenance Programme, which have been classified as mandatory by the Type Certificate holder or the IACM.

7.3 Permitted variations to maintenance intervals

Period involved	Maximum variation of the prescribed period
Items controlled by flying hours	
5000 flying hours or less More than 5000 flying hours	10% 500 flying hours
Items controlled by calendar time.	
1 year or less More than 1 year but less than 3 years More than 3 years	10% or 1 month, whichever is the lesser 2 months 3 months
Items controlled by landings/cycles	
500 landings/cycles or less More than 500 landings/cycles	10% or 25 landings/cycles, whichever is the lesser. 500 landings/cycles
Items controlled by more than one limit.	For items controlled by more than one limit, e.g. items controlled by flying hour and calendar time or flying hours and landings/cycles, the more restrictive limit shall be applied.

Note:

- (i) Scheduled maintenance intervals may be extended by the Quality Manager on request up to 10% only of the prescribed period, however the extended shall be subtracted from the next maintenance interval.
- (ii) The Authority should be notified any time any variation is applied

8. ESCALATIONS

8.1 Operator are required to have procedures agreeable with the IACM for the escalation of established check periods. As a minimum requirement, these procedures must take account of the IACM policy on escalations which is detailed in the following paragraphs. Escalations will not be considered unless these minimum requirements are followed.

8.2 Escalations to check cycles and overhaul lives must address the following:

- (a) The procedure must ensure that in the first instance, the Type Certificate Holder is consulted and supports the escalation positively (no objection is not acceptable).

- (b) Upon applying to the IACM for an escalation, the applicant must provide the supporting documentation from the Type Certificate holder to the IACM. If the TC holder requires a programme of evaluation before agreeing to a permanent escalation, this must also be presented to the IACM for approval.
- (c) When the programme has been approved by the IACM the Operator may commence the formal programme, the results of which must be assessed by the Type Certificate Holder or his delegated representative. If a delegated representative is to be used, this must be agreed to by the IACM before the start of the programme.
- (d) When the programme has been completed, the Operator may apply to the IACM for approval of the escalation using Form MOZ 121-A04. This application must have the positive support of the Type Certificate Holder and be supported by the results of the agreed programme where applicable.
- (e) When the escalation has been agreed, this will be signified by the IACM returning a duly authorized Form MOZ 121-A04 and a copy maintained in the Operators's file. The Operator will then submit an application for the amendment of the Continuous Maintenance Programme.

8.3 Where alleviation is sought from the compliance date of an Airworthiness Directive or Mandatory Requirement, this will only be considered when it has the positive support of the Type Certificate Holder and the associated Regulatory Authority. The procedures discussed in 7.2 above must be followed. The applicant must apply in writing using Form MOZ 121-A04 and giving a due time for the full procedures for approval to be carried out. Should the IACM not be satisfied that the full procedure has been carried out by the due date of compliance with the requirement then the alleviation will not be approved.

9. MAINTENANCE PROGRAMME AMENDMENTS

There are two categories of amendments to Maintenance Programmes, "A" amendments and "B" amendments. "A" amendments are raised by the IACM and are mandatory. "B" amendments are raised by the Operator.

9.1 "B" AMENDMENTS

9.1.1 The applicant will apply to the IACM in writing enclosing a copy of the completed "Maintenance Programme Amendment Approval Submission" Form MOZ 121-A05 and, a copy of the amended pages. If the amendment is as a result of an escalation then full details of the escalation procedures and approval are required, in addition to any other evidence to justify the amendment.

9.1.2 The Inspector will review the amendment submission as follows:

- (a) If the amendment is an escalation, ensure that all required escalation procedures have been completed.
- (b) Decide if a Continuous Maintenance Programme Compliance Document is required.
- (c) Consider if the amendment affects other aspects of the Programme.
- (d) Consider the effects on Mandatory requirements.

- (e) Ensure that it meets the MRB and TC Holders requirements. Obtain their input and support if necessary.
- (f) Ensure that it is within the capability of the AMO.

9.1.3 When the Inspector is satisfied, he will approve the amendment by signing the Form MOZ 121-A05 and giving the original to the Operator. A copy will also be placed on the Maintenance Programme file.

9.1.4 The Inspector will decide whether it is necessary to re-issue the Maintenance Programme Approval Document. This will always be the case if the amendment raises the issue or if there is a change of Maintenance arrangements.

9.1.5 The Inspector will amend the IACM's copy of the Continuous Maintenance Programme.

9.2 "A" AMENDMENTS

9.2.1 Whenever the IACM finds that revisions to an approved Programme are necessary for the continued adequacy of the Programme or, to meet a change in the Regulations or of an ICAO requirement, the Operator shall make the necessary changes and submit them to the IACM as an "A" amendment. "A" amendments, having originated from the IACM, will require no further approval from the IACM however, the IACM will check to ensure that Operators incorporate them in their maintenance programmes.

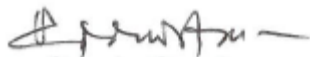
9.2.2 The Operator may petition the IACM to reconsider the revision within 30 days after receiving notice.

9.2.3 Except in the case of an emergency requiring immediate action in the interest of safety, the filing of the petition stays the notice pending a decision by the IACM.

9.2.4 The Operator will, within 14 working days of receipt of the petition, be required to attend a meeting at the IACM in order to put his case for a delay in the implementation of the revision or an amendment to it. He will be required to present all his supporting evidence to support his petition for consideration by the IACM, including any support from the TC Holder or applicable Regulatory Authority. Following this meeting the IACM will with due consideration announce his decision

9.2.5 Except in the case of an emergency requiring immediate action in the interest of safety, the filing of the petition stays the notice pending a decision by the IACM.

EXECUTIVE CHAIRMAN



Afonso Sande Cuinhane
Instituto de Aviação Civil de Moçambique