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**CIVIL AVIATION DIRECTIVES (CAD-AIR) 09/2020**

**Subject: Permitted variations to aircraft maintenance program /schedule task frequencies**

**1. INTRODUCTION**

In exercise of the powers conferred by Section 14 of Civil Aviation Act 2017, Chairman, Civil Aviation Authority of Bangladesh (CAAB) is pleased to make and issue this Civil Aviation Directives (CAD-AIR 09/2020) on the issue related to permitted variations to aircraft maintenance program /schedule task frequencies. The purpose of this circular is to assist an operator while applying to vary the maintenance task frequencies prescribed in the approved AMP/AMS which is commonly known as permitted variations applicable only for unforeseen circumstances and/or, national crisis/disaster. However, in all cases the CAAB must be satisfied from the data submitted that an acceptable level of safety can be maintained with the adjusted frequency.

**2. APPLICABILITY**

2.1 Where the TC/STC holder has prescribed any variations/tolerance in the Maintenance Review Board (MRB) Report/ Maintenance Planning Document (MPD)/Concerned Chapter of the Maintenance Manual, etc., the operator shall follow that variations/tolerance instead of the limits of subparagraph 3.2.

2.2 Where the Type Certificate (TC)/ Supplementary Type Certificate (STC) holder has not prescribed any variation/tolerance that may be applied to AMP/AMS task frequencies, the operator may apply to vary AMP/AMS task frequencies with recommendation from TC/STC holder following the limits of subparagraph 3.2.

2.3 Where any national crisis/ disaster arises when that the owner or operator cannot accomplish required maintenance even with the scope of subparagraphs 2.1 & 2.2, then the owner or operator can approach the CAAB with a request for a further variation or extension of previously granted variation accorded vide subparagraph 2.1 and 2.2. Such cases shall have to be justified and the time scale is to be supported by the TC/STC Holder.

2.4 Any variation to AMP/AMS task frequencies as per subparagraph 2.1, 2.2 and 2.3 shall have to be approved by the CAAB unless CAAB has agreed to delegate such possibility (only subparagraph 2.1) to Continuing Airworthiness Management Organization (see paragraph 6 below).

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### 3. PERMITTED VARIATIONS TO AMP/AMS TASK FREQUENCIES

3.1 Permitted variations do not apply to:

- a) Life Limitations for which an ultimate scrap or retirement life has been prescribed;
- b) Airworthiness directives (ADs), unless indicated otherwise in the AD or separately by AD issuing Authority;
- c) Maintenance program tasks which have been classified as mandatory by the TC Holder;
- d) Certification Maintenance Requirements (CMRs);
- e) Airworthiness Limitation Items (ALIs);
- f) ETOPS/ EDTO related tasks;
- g) Tasks derived from MRB/MPD based on MSG-3 analysis and with a Failure Effect Category (FEC) of 5 – ‘Evident Safety Effect’ and 8 – ‘Hidden Safety Effect’.

3.2 The maximum permitted variation of a maintenance task interval is following:

a) Items Controlled by Flying Hours:

Frequency Involved	Maximum Variation of the Prescribed Period
(i) 5000 flying hours or less	10%
(ii) More than 5000 flying hours	500 flying hours

b) Items Controlled by Calendar Time:

Frequency Involved	Maximum Variation of the Prescribed Period
(i) 1 year or less	10% or 1 month, whichever is the lesser
(ii) More than 1 year but not exceeding 3 years	2 months
(iii) More than 3 years	3 months

c) Items Controlled by Landing/Cycles:

Frequency Involved	Maximum Variation of the Prescribed Period
(i) 500 landings/cycles or less	10% or 25 landings/cycles, whichever is the lesser
(ii) More than 500 landings/ cycles	10% or 50 landings/cycles, whichever is the lesser



*Note: 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 should be applied.*

3.3 A permitted variation may be granted by CAAB on a case to case basis on occasions where the operator does not have the ability to perform the required maintenance within the prescribed limits.

3.4 A permitted variation should not be understood as a maintenance planning tool, but an exceptional means to allow the operator to fly for a limited period of time due to circumstances, which could not reasonably be foreseen by the operator and until the required maintenance can be performed.

3.5 A permitted variation applies to a unique aircraft, for a unique occasion. Permitted variations should not be applied cumulatively.

#### **4. APPLICATION PROCESS**

4.1 An application for approval of variation to AMP/AMS task frequencies shall be submitted to Chairman, CAAB (Attention to Member, Flight Standard and Regulations). Request for variation shall not be applied if there is evidence or reason to believe that this could endanger flight safety. The application should at least include the following information:

- a) Aircraft identification, by registration marks;
- b) Justification of the need for such a variation along with copy of the risk assessment.
- c) Proposed extension in the appropriate figure (flight hours, cycles, etc.);
- d) Current inspection status of the aircraft;
- e) List of identified defects (last 1 year) which are related by the proposed variation;
- f) List of aircraft deferred defects which are affected by the variation;
- g) Confirmation that the variation does not affect any mandatory maintenance tasks, life limitation, ADs etc. as mentioned in subparagraph 3.1;
- h) Compensation tasks if applicable (i.e. additional maintenance tasks/check to be performed before applying the variation);
- i) Supporting documents from the TC/STC holder as applicable; and
- j) Payment of applicable fees.



## 5. APPROVAL PROCESS

5.1 The application package for variation to maintenance task frequencies shall be subjected to detailed scrutiny by the office of Airworthiness Division. According to the nature of the information submitted by the applicant, the CAAB may decide:

- (a) To refuse the variation;
- (b) To accept the variation, with or without additional conditions; and
- (c) To accept the variation, but with a different limit.

5.2 The number of variations already granted by the CAAB during the past 6 months may have a bearing on the decision making.

5.3 Recommendation issued by the TC/STC holder in regard to the variation(s) shall be verified with TC/STC holder (applicable only for the situation mentioned in subparagraph 2.3).

## 6. PERMITTED VARIATION - DELEGATION TO OPERATOR APPROVED UNDER CAAB ANO(AW) PART M

6.1 CAAB may accept, unless otherwise informs to the operator, the decision of the variation to maintenance task frequency derived from the approved procedure mentioned in the Continuing Airworthiness Management Exposition (CAME). However, the following conditions will apply:

- a) The CAME should identify who is authorised to grant the variation. Such person(s) should be acceptable to CAAB.
- b) The Operator (CAMO) shall inform the CAAB of each variation within 48 hours, unless the CAAB otherwise agrees to receive such information through monthly reports etc.
- c) The CAME should identify the following:
  - i. The person(s) having delegation authority to approve the variation;
  - ii. The forms to be used to request, authorise and record the variations;
  - iii. The procedure for reviewing the request of variations by the Operator;
  - iv. The procedure for informing CAAB when variations were granted.
- d) In relation to the principles, CAAB will review at least once a year the number of variations granted to the Operator. If the number of variations appears to be too high, it may decide to withdraw such provisions or vary the conditions.

## 3. COMPLIANCE BY THE OPERATOR

Particulars of every variation applied shall be entered in the appropriate Log Book(s).

**4. EFECTIVITY**

This circular shall come into force with immediate effect.



**Air Vice Marshal M Mafidur Rahman, BSP, BUP, ndu, afwc, psc**  
Chairman  
Civil Aviation Authority of Bangladesh