

AMC MA 302 d:

8. For non-complex aircraft, as an alternative to previous paragraphs, the aircraft maintenance program may consist of the inspection points of the aircraft 100-hour/annual inspections found in the maintenance manual. In the absence of such a list, Appendix XIV to AMC MA 302 may be used.

Any recommendations in the aircraft manufacturers lists or elsewhere in the maintenance manual for replacing components are only mandatory if they are part of an airworthiness directive or being an airworthiness limitation item as found in maintenance manual chapter 4 as approved by the competent authority, or found in the type certificate data sheet.

The aircraft maintenance program should only cover those basic inspections above.

Any other maintenance such as, but not limited to, engine preservation for corrosion protection, changing to a different configuration landing gear, out of phase maintenance recommendations etc. are to be carried out as needed and outside the maintenance program. The maintenance program shall also include time limited maintenance for any components for which time limits are given in an airworthiness directive or in the form of an airworthiness limitation.

AMC MA 402 (a) 4.7:

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For non-complex aircraft the inspections may be carried out by the person signing the aircraft release to service document.

AMC MA 710 (a):

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Item 2; for non-complex aircraft and for this purpose; the flight manual may be considered to be of latest revision if the missing revisions are ordered from the issuing entity. The revisions must be inserted into the flight manual at the earliest opportunity by the owner or operator.

For non-complex aircraft; item 6 of MA 710 only applies to repairs carried out after the adoption of Implementing Rules 1702/2003.

AMC MA 710 (c) 1:

For non-complex aircraft, missing or damaged placards and markings may be carried forward in accordance with MA 403.

AMC MA 905:

For non-complex aircraft:

(a) An airworthiness directive or an airworthiness limitation not complied with is normally a Level 1 finding.

(b) A missing or inconclusive recording of an airworthiness directive or airworthiness limitation is normally a Level 2 finding.

AMC MB 301 (b) 3:

.... ~~“When owners/operators of the aircraft mentioned above elect to use a competent authority proposed maintenance schedule, all the out of phase manufacturer recommendations should be incorporated into the final maintenance programme in order for it to be approved.~~ (this text to be deleted in order not to conflict with proposed change to AMC MA 302 (d) ).

AMC MB 304:

Competent authority measures in accordance with MB 304 shall be in accordance with MA 905.

AMC MB 303 (d):

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5. For non-complex aircraft; the time passed since since last shop visit or airworthiness review by an organisation with a Subpart G approval must be taken into account when assessing the root cause of the finding. The competent authority should take into consideration the possibility of the aircraft being in conformance with Part M requirements at that point in time.