

Annex 6 to the Convention on International Civil Aviation

Part 11 – International General Aviation - Aeroplanes

International (Maintenance) Standards and Recommended Practices

Small Aeroplanes	Large Aeroplanes
<p>“Shall” is where Australia must comply or register a difference with ICAO and “should” is where it is recommended but optional for Australia to adopt.</p>	
<p>The structure and format of the Seventh Edition of Annex 6, Part II, are entirely new. Using a building-block approach, definitions are provided in Section 1, <u>provisions that apply to all general aviation activities are provided in Section 2</u>, and <u>additional provisions that apply to large aeroplanes, turbojet aeroplanes and corporate aviation operations are in Section 3</u>. The Seventh Edition contains International Standards and Recommended Practices applicable only on 18 November 2010.</p>	<p>3.1.1 The following operations <u>shall</u> be subject to the <u>Standards and Recommended Practices of Section 2</u>, and those of Section 3:</p> <p>International general aviation operations with:</p> <ul style="list-style-type: none"> a) aeroplanes with a maximum certificated take-off mass exceeding 5 700 kg; or b) aeroplanes equipped with one or more turbojet engines.
<p>CHAPTER 2.6 AEROPLANE MAINTENANCE</p>	<p>CHAPTER 3.8 AEROPLANE MAINTENANCE</p>
<p><i>Note 1. — For the purpose of this chapter “aeroplane” includes: powerplants, propellers, components, accessories, instruments, equipment and apparatus including emergency equipment.</i></p> <p><i>Note 2. — Guidance on continuing airworthiness requirements is contained in the Airworthiness Manual (Doc 9760).</i></p> <p><i>Note 3. — States are encouraged to conduct a risk assessment when approving a maintenance programme not based on the type certificate holder’s maintenance recommendations.</i></p> <p>2.6.1 Owner’s maintenance responsibilities</p> <p>2.6.1.1 The owner of an aeroplane, or in the case where it is leased, the lessee, <u>shall</u> ensure that, in accordance with procedures acceptable to the State of Registry:</p> <ul style="list-style-type: none"> a) the aeroplane is maintained in an airworthy condition; b) the operational and emergency equipment necessary for an intended flight is serviceable; and c) the certificate of airworthiness of the aeroplane remains valid. 	<p>3.8.1 Operator’s maintenance responsibilities</p> <p>3.8.1.1 An operator <u>shall</u> comply with the requirements of 2.6.1.</p> <p>3.8.1.2 Recommendation.— An operator <u>should</u> ensure that all maintenance personnel receive initial and continuation training acceptable to the State of Registry and appropriate to their assigned tasks and responsibilities. This should include Human Factors and coordination with other maintenance personnel and flight crew.</p> <p><i>Note. — Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p>3.8.2 Operator’s maintenance control manual</p> <p>Recommendation. — An operator <u>should</u> provide a maintenance control manual, as specified in 3.11.1, <u>for the use and guidance of maintenance and operations personnel</u>.</p> <p><i>Note. — States may provide guidance material as outlined in 3.11.2 or reference accepted industry codes of practice.</i></p>

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2.6.1.2 The owner or the lessee shall not operate the aeroplane unless it is maintained and released to service under a system acceptable to the State of Registry.

2.6.1.3 When the maintenance release is not issued by an approved maintenance organization in accordance with Annex 6, Part I, 8.7, the person signing the maintenance release shall be licensed in accordance with Annex 1.

2.6.1.4 The owner or the lessee shall ensure that the maintenance of the aeroplane is performed in accordance with a maintenance programme acceptable to the State of Registry.

2.6.2 Maintenance records

2.6.2.1 The owner of an aeroplane, or in the case where it is leased, the lessee, shall ensure that the following records are kept for the periods mentioned in 2.6.2.2:

- a) the total time in service (hours, calendar time and cycles, as appropriate) of the aeroplane and all life limited components;
- b) the current status of compliance with all applicable mandatory continuing airworthiness information;
- c) appropriate details of modifications and repairs;
- d) the time in service (hours, calendar time and cycles, as appropriate) since the last overhaul of the aeroplane or its components subject to a mandatory overhaul life;
- e) the current status of the aeroplane's compliance with the maintenance programme; and
- f) the detailed maintenance records to show that all requirements for the signing of a maintenance release have been met.

2.6.2.2 The records in 2.6.2.1 a) to e) shall be kept for a minimum period of 90 days after the unit to which they refer has been permanently withdrawn from service and the records in 2.6.2.1 f) for a minimum period of one year after the signing of the maintenance release.

3.8.3 Maintenance programme

3.8.3.1 An operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance programme, acceptable to the State of Registry, containing the information required by 3.11.2. The design and application of the operator's maintenance programme shall observe Human Factors principles according to the State of Registry's guidance material.

Note. — Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).

3.8.3.2 Copies of all amendments to the maintenance programme shall be furnished promptly to all organizations or persons to whom the maintenance programme has been issued.

3.8.4 Continuing airworthiness information

An operator of an aeroplane of a maximum certificated take-off mass in excess of 5 700 kg shall, as prescribed by the State of Registry, ensure that the information resulting from maintenance and operational experience with respect to continuing airworthiness, is transmitted as required by Annex 8, Part II, 4.2.3 f) and 4.2.4.

3.8.5 Maintenance release

3.8.5.1 A maintenance release shall be completed and signed, as prescribed by the State of Registry, to certify that the maintenance work has been performed in accordance with the maintenance programme or other data and procedures acceptable to the State of Registry.

2.6.2.3 In the event of a temporary change of owner or lessee, the records shall be made available to the new owner or lessee. In the event of any permanent change of owner or lessee, the records shall be transferred to the new owner or lessee.

Note 1. — Maintenance records or related documents, other than a valid certificate of airworthiness, need not be carried in the aeroplane during international flights.

Note 2. — In the context of 2.6.2.3, a judgement on what should be considered as a temporary change of owner or lessee will need to be made by the State of Registry in the light of the need to exercise control over the records, which will depend on access to them and the opportunity to update them.

2.6.3 Modifications and repairs

All modifications and repairs shall comply with airworthiness requirements acceptable to the State of Registry. Procedures shall be established to ensure that the substantiating data supporting compliance with the airworthiness requirements are retained.

2.6.4 Maintenance release

2.6.4.1 A maintenance release shall be completed and signed, as prescribed by the State of Registry, to certify that the maintenance work performed has been completed satisfactorily and in accordance with data and procedures acceptable to the State of Registry.

2.6.4.2 A maintenance release shall contain a certification including:

- a) basic details of the maintenance performed;
- b) the date such maintenance was completed;
- c) when applicable, the identity of the approved maintenance organization; and
- d) the identity of the authorized person or persons signing the release.