



TERMS OF REFERENCE

Task Nr: MDM.038

Issue: 1

Date: 24 June 2009

Regulatory reference: Decision No. 2003/19/RM

Reference documents: None

1. Subject: Non binding guidance on TBO intervals

2. Problem / Statement of issue and justification; reason for regulatory evolution (regulatory tasks):

M.A.302 a) and b) requires that aircraft maintenance is organised in accordance with a maintenance programme approved by the competent authority. A continuing airworthiness management organisation (CAMO) may approve amendments under certain provisions established in M.A.302 c).

M.A.302 d) requires that the aircraft maintenance programme establishes compliance with competent authority instructions, design holder instructions, or instructions proposed by the owner/CAMO and approved by the authority. While certain of the maintenance programme instructions include compulsory time limits, as defined in Airworthiness Directives, Airworthiness Limitations Items, Certification Maintenance Requirements or Service Life Limitations ..., other instructions are only recommended schedules and there is a degree of flexibility for variation as considered in M.A.302 d).

Time between overhauls (TBO) for engines or components is a typical example of the latest type, where there is a degree of flexibility for the schedule of the task. The Agency is aware that different competent authorities follow different approaches, which results in an unequal playing field for EU operators from different Member States and creates difficulties for the transfer of aircraft between Member States.

The need for a rulemaking task was first identified because of different procedures followed by competent authorities to control the TBO of piston engines operated in different countries, which do not refer systematically to the manufacturer's instructions. Nevertheless the rulemaking task will not cover only the specific case of piston engines.

3. Objective:

Amend Decision No. 2003/19/RM in order to address the following issues in relation with TBO intervals:

- To define conditions to be satisfied in order for the owner/CAMO to propose deviations from the design holder's instructions for continuing airworthiness, when requesting maintenance programme approval to the competent authority.
- To establish guidance to be followed by competent authorities to approve extensions of time schedules when proposed by owners/CAMOs.

4. Specific tasks and interface issues (Deliverables):

The content of the proposed rule change should normally be the development of additional guidance material and/or acceptable means of compliance in relation with rule paragraphs M.A.302 and M.B.301 and/or related appendices. This material should be developed after consultation of various competent authorities' current practices.

5. Working Methods (in addition to the applicable Agency procedures):

Agency

6. Time scale, milestones:

Start: 2009/Q2

NPA: 2010/Q1

CRD: 2010/Q4

Opinion: 2011/Q1