

**CIVIL AVIATION AUTHORITY OF THE CAYMAN ISLANDS  
STANDARD MAINTENANCE PRACTICE**

**MAINTENANCE OF AIRCRAFT NOT OPERATED FOR COMMERCIAL AIR TRANSPORT.**

**STANDARD MAINTENANCE PRACTICE**

**MAINTENANCE OF AIRCRAFT NOT OPERATED FOR COMMERCIAL  
AIR TRANSPORT**

**INTRODUCTION**

The purpose of this Standard Maintenance Practice is to identify and consolidate the maintenance requirements for aircraft that are not operated for the purpose of commercial air transport.

**CIVIL AVIATION AUTHORITY OF THE CAYMAN ISLANDS  
STANDARD MAINTENANCE PRACTICE**

**MAINTENANCE OF AIRCRAFT NOT OPERATED FOR COMMERCIAL AIR TRANSPORT.**

---

**1. INTRODUCTION**

- 1.1 The purpose of this Standard Maintenance Practice is to identify the maintenance requirements for aircraft that are not operated for the purpose of commercial air transport. The maintenance of the aircraft including its engines, propellers and equipment (as applicable) shall be in accordance with the Type Certificate holder's inspection standards, recommended maintenance programme or schedule and the requirements of this SMP where the manufacturer's schedules may not encompass the additional maintenance items covered by this SMP.
- 1.2 It is the responsibility of the operator to ensure that this document is completed and submitted to the CAA Cayman Islands for approval or a person so delegated to do so on their behalf.
- 1.3 The contents of this document shall not be amended without the approval of the Civil Aviation Authority except where changes only affect Appendix B.

**2. MAINTENANCE PROGRAMME SCHEDULE REFERENCE**

Manufacturer's Manual Reference	Airframe	Engine	Propeller	Revision Status

Note: See also Appendix A for equipment etc.

**2.1 MAINTENANCE SCHEDULE APPLICABILITY**

Aircraft Type	Registration	MSN

Indicate here if supplementary information sheet attached

**3. COMPLIANCE STATEMENT** The contents of this schedule and its associated appendices address the manufacturer's minimum maintenance requirements for the aircraft listed above.

Organisation/Operator	Name	Signature	Date

CAACI Use Only

CAA CI Approval Reference	CAA CI Stamp area
---------------------------	-------------------

**CIVIL AVIATION AUTHORITY OF THE CAYMAN ISLANDS  
STANDARD MAINTENANCE PRACTICE**

**MAINTENANCE OF AIRCRAFT NOT OPERATED FOR COMMERCIAL AIR TRANSPORT.**

---

**4. ANNUAL UTILISATION AND MAINTENANCE REVIEW**

- 4.1 In order to meet the requirements of the Air Navigation (Overseas Territories) Order (AN(OT)O) and Overseas Territories Aviation Requirements (OTAR's), the recommendations made by the constructors and manufacturers as amended, have been evaluated and where appropriate are included. It is the duty of the operator or his contracted maintenance organization to ensure that subsequent maintenance recommendations, including airworthiness information promulgated in Airworthiness Directives, Service Bulletins, Service Letters, Maintenance Manuals, and other regulatory material as issued by the State of Design or the CAACI, are evaluated for applicability to this approved schedule.

Comment [MSOffice1]: OTAR 43.155 Issue 3

Comment [MSOffice2]: Changed from state of manufacture

**4.2 Anticipated Annual Utilisation**

**Flight Hours**

**Flight Cycles**

If the annual utilization varies by more than 25% from that anticipated, the operator accepts that he, or his contracted maintenance organization, must review that maintenance tasks and periods with a view to making any necessary adjustments.

Note: If the manufacturer produces a special utilization (e.g. low utilization) or a schedule based on a specific annual utilization then this must be used. If this does not align with the anticipated annual utilization stated above, then the operator accepts that he, or his contracted maintenance organization, must review the maintenance tasks and periods with a view to making any necessary adjustments.

5. **PRE-FLIGHT INSPECTIONS** These checks are to be carried out in accordance with aircraft flight or operations manual, or as specified in the manufacturer's maintenance schedule.
6. **TYRE MAINTENANCE** Tyre reliability is dependant on regular checks being carried out. The pre-flight inspection should include a check of the tires for condition and correct inflation.

**7. AVIONIC INSTALLATIONS**

- 7.1 In the absence of the aircraft manufacturer's maintenance requirements for Radio Navigation and Communication equipment, and Radar equipment, an appropriate program of maintenance shall be included.
- 7.2 Compass systems will require check swings at periods not exceeding:
- (i) for aircraft of 5700 kg MTWA or below, 2 years,
  - (ii) for aircraft above 5700 kg MTWA, 3 years

Where the aircraft systems use an inertial reference system, which can be used to crosscheck compass error in flight, this requirement may be varied subject to approval by the CAACI.

**CIVIL AVIATION AUTHORITY OF THE CAYMAN ISLANDS  
STANDARD MAINTENANCE PRACTICE**

**MAINTENANCE OF AIRCRAFT NOT OPERATED FOR COMMERCIAL AIR TRANSPORT.**

---

**8. CVR/FDR**

Where required by the [AN\(OTO\)](#) as amended, or an alternative means of compliance Maintain in accordance with the equipment manufacturer's recommendations. In the absence of any specific recommendation the CAA should be contacted for guidance related to the specific installation

Comment [MSOffice3]: Added hyperlink to ANOTO

8.1 The Operator shall in all cases comply with the requirements of the [AN\(OTO\)](#), Article 56 and [OTAR 125.85](#) (as amended).

Comment [MSOffice4]: Removed reference to incorrect article 53 and replaced with 56 and OTAR 125.85

**9. BATTERY CAPACITY CHECK** Routine capacity check should be carried out in accordance with manufacturer's instructions and periods where specified; or the following periods shall apply.

Lead acid Battery – 3 months

Ni-Cad Battery – 4 months

**10. SAFETY EQUIPMENT** Where the aircraft is required to carry safety equipment this should be checked for serviceability at regular intervals. Overhaul and retirement periods are those specified by the [equipment](#) manufacturer.

Comment [MSOffice5]: Corrected typographical error, 'equipments'

**11. MODIFICATIONS TO AIRCRAFT**

11.1 Where equipment has been fitted to the aircraft after original manufacture, e.g. autopilots, flight directors etc, the Supplementary Maintenance Appendix A, required to be amended to take into account the equipment manufacturer's requirements.

11.2 Where the aircraft structure has been modified from the original design standard, this must be taken into account when assessing the maintenance requirements.

**12. FATIGUE LIVES AND MANDATORY LIFE LIMITATIONS (INCLUDING ENGINES)** All fatigue lives and mandatory life limits published by the Type Certificate Holder shall be complied with. Where the state of design National Aviation Authority publishes continued airworthiness data concerning specific life limitations they will supersede the Type Certificate holder.

Comment [MSOffice6]: Replaced constructor/manufacturer with Type Certificate Holder. Removed reference to varying of lives by CAA in the case of foreign manufacturers.

**13. CORROSION OF AIRCRAFT STRUCTURES** Where the manufacturer makes no specific reference to corrosion control programs, this should be taken into account when inspecting for condition. The assessment may require adjustment of maintenance program periods. The application of corrosion inhibitors during maintenance may significantly improve the duration of the airframe.

**14. SUPPLEMENTARY MAINTENANCE APPENDIX** The attached Supplementary Maintenance Appendix A, Should contain the equipment manufacturer's maintenance requirements, a list of reference material including equipment manuals, service bulletins (SB), STCs, modifications etc. and any life limitations.

The attached Supplementary Maintenance Appendix B should contain Maintenance Tasks arising from SBs, SLs, and other service information as required by the operator.

**CIVIL AVIATION AUTHORITY OF THE CAYMAN ISLANDS  
STANDARD MAINTENANCE PRACTICE**

**MAINTENANCE OF AIRCRAFT NOT OPERATED FOR COMMERCIAL AIR TRANSPORT.**

---

**15. CERTIFICATION OF MAINTENANCE**

15.1 The certificate of release to service for checks carried out in accordance with the manufacturer's programme, should cross-refer to the CAACI Maintenance Schedule Approval reference number.

15.2 A review of the maintenance shall be completed on an annual or lesser frequency. The review shall as a minimum, include the items referred to in [article 10 \(6\)](#) of the Air Navigation (Overseas territories) Order as amended. For convenience this is reprinted below;

**Comment [MSOffice7]:** Completely revised this paragraph to align with referenced ANO article

(a) *maintenance has been carried out on an aircraft in accordance with the maintenance programme approved for that aircraft.*

**Comment [MSOffice8]:** ANOTO 2007 Article 10

(b) *inspections and modifications required by the Governor as provided in article 8(5)(b) and (c) have been completed as certified in the relevant certificate of release to service issued under this Order;*

(c) *defects entered in the technical log of the aircraft in accordance with article 11 have been rectified or the rectification thereof has been deferred in accordance with procedures approved by the Governor; and*

(d) *certificates of release to service have been issued under this Order and for this purpose the operator of the aircraft shall make available to that person such information as is necessary; and*

(e) *any technical assessments required by the manufacturer of the aircraft or as specified by the Governor are undertaken and reports of the continued airworthiness status of the aircraft are provided in accordance with arrangements acceptable to the Governor.*

15.3 On successful completion of the annual review a statement in the log book in accordance with OTAR [43.155](#) will be made

**Comment [MSOffice9]:** Added OTAR reference

**16. PERMITTED VARIATIONS TO MAINTENANCE PERIODS** The periods prescribed by the manufacturer may not be varied unless a specific variations/exemption has been granted by the CAACI. Variations or exemptions are not required if the approved programme contains tolerances that may be utilised. It should be noted however, that continued use of tolerances may constitute programme abuse and is subject to regulatory review.

**Comment [MSOffice10]:** Clarified this statement to include variations permitted by the approved maintenance programme

**17. INSPECTION STANDARDS**

17.1 Unless otherwise stated, all inspection requirements are to be applied without removing an item from the aircraft or dismantling the item, group or sub-assembly unless dismantling is considered essential in order to ensure airworthiness. Where dismantling is required by this Schedule, this is stated against the item concerned.

17.2 All significant terms and abbreviations used within this Program/Schedule to define each maintenance task are defined in accordance with the Type Certificate holder's definitions, current OTAR definitions or, in the absence of formal definitions, those quoted in World Airlines Technical Operations Glossary.

**Comment [MSOffice11]:** Replaced CAA BCAR with OTAR

17.3 The inspection standards applied to individual task inspections must meet the requirements of the Type Certificate holder's recommended standards and practices. In the absence of specific manufacturers guidance, refer to [CAA CAP 562](#) Civil Aircraft Airworthiness Information and Procedures or [FAA AC 43-13-1B/2B](#) Aircraft Inspection and Repair or other approved data, as appropriate.

**Comment [MSOffice12]:** Hyperlink added to CAP 562 and advisory circular. AC updated to latest publication



**CIVIL AVIATION AUTHORITY OF THE CAYMAN ISLANDS  
STANDARD MAINTENANCE PRACTICE**

**MAINTENANCE OF AIRCRAFT NOT OPERATED FOR COMMERCIAL AIR TRANSPORT.**

---

**SUPPLEMENTARY APPENDIX B**

(Additional Maintenance Required by the Operator in the form of SBs, SIs and other  
Service Information)

Date Entered	SYSTEM (ATA)	DETAIL	REF. INFORMATION

Signature of person submitting page \_\_\_\_\_

CAA Stamp and date area