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|  | **Part-ML AIRCRAFT AIRWORTHINESS  REVIEW REPORT** | **LHD-4 ML AR**  **Date 02.11.2022** |

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| **NOTE: Please read the notes in section 6 before starting the airworthiness review** |

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| Name of ML.A.904(c) Certifying staff |  |
| Approval reference |  |

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| Report reference: e.g. “TF-XXX/ DD.MM.YYYY” (date started) |  |

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| **1. AIRCRAFT DETAILS** | | | | | | | | | | | | | | | | |
| Registration | |  | | | | | | Registration number | | | | | |  | | |
| Manufacture, Type and Series | | | | |  | | | | | | | | | | | |
| Serial No. | | | | |  | | | | | | | | | | | |
| Total aircraft hours | | | | |  | | | | | | | | | | | |
| Total aircraft cycles | | | | |  | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | |
| # 1 engine manufacturer and type | | | | |  | | | | | | | | | | | |
| Serial No. | | | | |  | | | | | | | | | | | |
| Total hours | | |  | | Total cycles |  | | | | TSO | |  | | | Date last overhaul |  |
|  | | | | | | | | | | | | | | | | |
| # 2 engine manufacturer and type | | | | |  | | | | | | | | | | | |
| Serial No. | | | | |  | | | | | | | | | | | |
| Total hours | | |  | | Total cycles |  | | | | TSO | |  | | | Date last overhaul |  |
|  | | | | | | | | | | | | | | | | |
| # 1 propeller manufacture and type | | | | |  | | | | | | | | | | | |
| Serial No. |  | | | | | | | | | | | | | | | |
| Total hours |  | | | | Total cycles |  | | | | TSO | |  | | | Date last overhaul |  |
| Hub part number | | | |  | | | | | | | | | | | | |
| Blade part number | | | |  | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | |
| #2 propeller manufacture and type | | | | |  | | | | | | | | | | | |
| Serial No. |  | | | | | | | | | | | | | | | |
| Total hours |  | | | | Total cycles |  | | | | TSO | |  | | | Date last overhaul |  |
| Hub part number | | | |  | | | | | | | | | | | | |
| Blade part number | | | |  | | | | | | | | | | | | |
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| **2. AIRCRAFT RECORDS - PART ML.A.903 AIRWORTHINESS REVIEW DETAILS**  (As a minimum, sample checks within each document category should be carried out) | | | | | | | | | | | | | | | | |
| 2.1 Flight manual/pilots handbook **issue** and **revision** | | | | | | | | | | | | | | | | |
| Is this the correct document and modification supplements for the current aircraft configuration? | | | | | | | | | | | | | | | Yes  No | |
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| 2.2 Maintenance programme (AMP) reference and revision status | | | | | | | | | | |  | | | | | |
| **ML.A.302 AMP: The maintenance programme is established in accordance with point:**  ML.A.302(b)(1) – self-declared  ML.A.302(b)(2) – approved by CAMO or CAO | | | | | | | | | | | | | | | |  |
| **Review of the AMP**  Perform a review on the AMP to assess its effectiveness of the AMP as required by point ML.A.302(c)(9)(a) in section 5. See note in section 6  The review of the AMP is performed by the CAMO or CAO managing the continuing airworthiness of the aircraft | | | | | | | | | | | | | | | | Yes  No |
| Is the aircraft clearly identified in the maintenance programme? | | | | | | | | | | | | | | | | Yes  No |
| Is the owner (holder) clearly identified in the maintenance programme | | | | | | | | | | | | | | | | Yes  No |
| Is the maintenance programme current? | | | | | | | | | | | | | | | | Yes  No |
| 2.3 All scheduled maintenance required by the AMP has been carried out and released in accordance with Part-ML | | | | | | | | | | | | | | | | Yes  No |
|  | | | | | | | | | | | | | | | | |
| 2.4 All known defects have been corrected or deferred in accordance with an approved data/procedure | | | | | | | | | | | | | | | | Yes  No |
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| 2.5 All applicable airworthiness directives have been incorporated and adequately registered | | | | | | | Yes  No | | | | | | The current AD status list is as per  ML.A.305 (d)(1) and its AMC | | | Yes  No |
| Quote biweekly assessed and  Quote, all ADs sampled - | | | | | | | | |  | | | | | | | |
| * Aircraft State of Design Airworthiness Directives * **State, Biweekly, ADs no and issue no (R)** | | | | | | | | |  | | | | | | | |
| * Engine State of Design Airworthiness Directives * **State, Biweekly, ADs no and issue no (R)** | | | | | | | | |  | | | | | | | |
| * Propeller State of Design Airworthiness Directives * **State, Biweekly, ADs no and issue no (R)** | | | | | | | | |  | | | | | | | |
| * Equipment State of Design Airworthiness Directives * **State, Biweekly, ADs no and issue no (R)** | | | | | | | | |  | | | | | | | |
| * EASA Airworthiness Directives * **Biweekly, ADs no and issue no (R)** | | | | | | | | |  | | | | | | | |

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| 2.6 Confirm all modifications and repairs are in compliance with Part 21 | | | | | | | Yes  No |
| The current modification and repairs status list is as per ML.A.305(d)(2) | | | | | | | Yes  No |
|  | | | | | | | |
| 2.7 All installed life-limited components have been recorded and have not exceeded their approved service life | | | | | | | Yes  No |
|  | | | | | | | |
| 2.8 All maintenances accomplished have been released to service in accordance with ML.A.801 | | | | | | | Yes  No |
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| 2.9 The Mass and Balance Statement is correct for the current aircraft configuration | | | | | | | Yes  No |
| Provide **reference/issue/revision/date** of statement | |  | | | | | |
| Date aircraft was last weighed | |  | | | | | |
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| 2.10 The aircraft, in its current configuration, complies with the latest revision of its type design approved by EASA | | | | | | | Yes  No |
| Provide **reference/issue/revision/date** of the latest EASA approved or accepted Type Certificate Data Sheet | | | | Aircraft | |  | |
| Engine |  | | | Propeller | |  | |
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| 2.11 Components with EASA Form 1 or equivalent | | | | | | | Yes  No |
|  | | | | | | | |
| 2.12 Airframe, engine and propeller flying hours and associated flight cycles have been properly recorded | | | | | | | Yes  No |
|  | | | | | | | |
| 2.13 The aircraft holds a noise certificate corresponding to the current configuration of the aircraft and in compliance with Part-21 | | | | | Yes  No  Aircraft Noise Certificate No  N/A | | |
|  | | | | | | | |
| 2.14 Aircraft Documentation reviewed | | | | All documents reviewed are available, current and complete | | | |
| * Registration Certificate | | | | Yes  No | | | |
| * Certificate of Airworthiness | | | | Yes  No | | | |
| * Radio License | | | | Yes  No | | | |
| * Technical/Journey Log (as applicable) | | | | Yes  No  N/A | | | |
| * Airframe Logbook | | | | Yes  No | | | |
| * Engine Logbook(s) (as applicable) | | | | Yes  No  N/A | | | |
| * Propeller Logbook(s) (as applicable) | | | | Yes  No  N/A | | | |
| * Modification Logbook (as applicable) | | | | Yes  No  N/A | | | |
| **Note:**  An unsatisfactory answer to any of the questions 2.1 to 2.14 will mean a recommendation may not be made. Details of any NO answers should be listed in Section 2.1 with details of the corrective actions taken. | | | | | | | |
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| Report reference: “TF-XXX/ DD.MM.YYYY” (date started) | | |  | | | | |

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| **2.1 DEFECTS AS REPORTED IN SECTION 2** | | |
| **All findings/defects must be rectified before a recommendation can be made.** | | |
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| REF | Finding/Defect | Corrective Action |
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| **√**  **or**  **x** | **3 DETAILS OF THE PHYSICAL SURVEY**  (Tick (√) the box with compliance; or (x) if not with finding(s) in section 3.1) |
|  | Verify required and mandatory markings and placards are installed in accordance with TCDS, STCs, AMM, and AFM as applicable |
|  | Verify that the aircraft complies with its approved AFM. Check options, modifications and supplements |
|  | Aircraft Configuration complies with the approved documents (including radio/navigation equipment capable of transmission) |
|  | Verify that no evident defects exist on the aircraft that has not been addressed in accordance with point ML.A.403 |
|  | No inconsistencies exist between the aircraft and the aircraft records as per the review details |
|  | Aircraft/engine/propeller (as applicable) data plates conforms with documentation, including registration and airworthiness certificates |
|  | Verify that modifications and repairs installed are in compliance with Part 21 |
|  | Verify the registration marks and the fire-proof plate |
|  | Verify that operational and emergency equipment fitted are correctly installed and serviceable |
|  | Operational check of systems carried out. List the check(s)/system(s) in 3.2 and the result(s). In any case, check of the flight control for free and correct movements within range should be carried out |
|  | **YES**  **NO** maintenance check flight per ML.A.301(f) found necessary. If YES list items verified in 3.2 and the result |
|  | All actions during the review categorised as maintenance have been released to service in accordance with Part-ML |

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| **3.1 Areas of the aircraft that were surveyed and resultant findings**  Note:   * General condition and engine compartment shall be inspected in any case * Always quote areas inspected regardless of finding(s) e.g., cockpit, passenger compartment, wings, fuselage, elevator, rudder, landing gear * All findings/defects must be rectified (closed) before a recommendation can be made. | | |
| **Area** | **Finding/Defect**  State “Nil” for each area quoted if no findings | **Corrective Action** |
| **Engine compartment** |  |  |
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| **3.2 PHYSICAL SURVEY OF AIRCRAFT** | | | | | |
| All known findings/defects and problems found during the physical survey have been appropriately addressed and listed in section 3.1 with details of the corrective actions taken to close the findings | | | | | Yes  No |
| **Note:**  Answering NO will mean a recommendation may not be made until the identified findings and defects have been appropriately addressed. | | | | | |
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| **4. DATES AND PLACES OF RECORDS REVIEW AND PHYSICAL SURVEY** | | | | | |
| Record review | Date |  | Place |  | |
| Physical survey | Date |  | Place |  | |
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| **5. ANNUAL REVIEW OF THE ML.A.302(C)(9) MAINTENANCE PROGRAMME** | |
| Performed review of the maintenance programme effectiveness taken into consideration the following: | |
|  | The results of the maintenance performed during that year, which may reveal that the current maintenance programme is not adequate |
|  | The results of the airworthiness review performed on the aircraft, which may reveal that the current maintenance programme is not adequate |
|  | Revisions introduced in the documents affecting the programme basis, such as the ML.A.302(c) ‘Minimum Inspection Programme’ or the Design Approval Holder data |
|  | Applicable mandatory requirements for compliance with Part-21, such as Airworthiness Directives, Airworthiness Limitations, Certification Maintenance Requirements and specific maintenance requirements contained in the TCDS |

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| Note:   * The annual review is only applicable if yes in section 2.2. (Review of the AMP) * **Perform the annual review of the maintenance programme when both the records and physical review have been performed.** * Tick (√) the box above on the left side for each item taken into consideration. * For the purpose of reviewing the results of the maintenance performed during that year, the airworthiness review staff should request the owner/CAMO to provide the records of all the maintenance performed during that year, including unscheduled maintenance. * When reviewing the results of the maintenance performed during that year and the results of the airworthiness review, attention should be paid as to whether the defects found may have been prevented by introducing in the maintenance programme certain recommendations from the Design Approval Holder, which the owner initially disregarded. |

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| **6. COMPLIANCE REPORT STATEMENT FOR RECORDS REVIEW AND PHYSICAL SURVEY** |
| This confirms that all of the above records have been reviewed, plus a physical survey of the aircraft undertaken. The aircraft records were found to be fully in compliance with all of the applicable requirements of Part-ML, and the physical survey was found satisfactory, and there is no non-compliance which is known to endanger flight safety. All findings have been closed, and the EASA Form 15c (Airworthiness Review Certificate) can be issued.  This confirms that all of the above records have been reviewed, plus a physical survey of the aircraft undertaken. The aircraft was **not** found to be fully in compliance with all of the applicable requirements of Part-ML, and therefore the Airworthiness Review Certificate cannot be issued.  **ML.A.302(c)(9) AMP:** Review of the aircraft maintenance programme  The aircraft maintenance programme was reviewed in conjunction with airworthiness review, and no discrepancies on the aircraft linked to deficiencies in the content of the maintenance programme were shown  The aircraft maintenance programme was reviewed in conjunction with airworthiness review, and discrepancies were found on the aircraft linked to deficiencies in the content of the maintenance programme. The AR staff agree with the measures amending the AMP taken by the owner, CAMO or CAO, and no further action is needed; or  The aircraft maintenance programme was reviewed in conjunction with airworthiness review, and discrepancies were found on the aircraft linked to deficiencies in the content of the maintenance programme. The AR staff does not agree with the measure amending the AMP taken by the owner, CAMO or CAO. The Member State of registry has been informed on date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_ .  Note, keep records of the notification to the Member State of registry |
| **NOTE**   * **Before completing this form, make sure that it is the latest revision on the ICETRA website.** * **The airworthiness review sampling shall not be limited to the period since the last airworthiness review.** * **If the result of the full airworthiness review is unsatisfactory or inconclusive, then the airworthiness review/certifying staff shall send this form, along with all necessary supporting data to the Member State of the registry as soon as practicable** * **An airworthiness review is considered inconclusive when an issue is identified but;**    + **a clear decision cannot be made regarding the acceptability of the issue, or**   + **the corrective action required cannot be defined.** * **When performing an airworthiness review, there is a possibility that issues will be identified that cannot be immediately resolved which will require further investigation and possible corrective action before the issue of the ARC (EASA Form 15c) can be issued. When this situation occurs, the airworthiness review should be considered incomplete until the identified corrective actions have been taken.** * **All findings must be closed before the EASA Form 15c (ARC) can be issued.** * **The aircraft maintenance programme must be reviewed in conjunction with the airworthiness review. The certifying staff who performed the airworthiness review shall accomplish this review. If the review shows discrepancies on the aircraft linked to deficiencies in the content of the maintenance programme, the airworthiness review/certifying staff performing the review must inform the Member State of registry of the condition identified if he disagrees with the measures taken by the owner, CAMO or CAO amending the AMP.** * **The provision of point ML.A.903(d) allows anticipation by a maximum of 90 days without loss of continuity of the airworthiness review pattern.** * **A copy of this report, along with a copy of the EASA Form 15c (ARC), must be retained in the aircraft records** * **The airworthiness review staff shall keep records of all AR performed and shall make them available upon request** * **A copy of the EASA Form 15c (ARC) must be sent to the competent authority of the Member State of the registry within 10 days** |

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| Report reference: “TF-XXX/ DD.MM.YYYY” (date started) |  |

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| --- | --- |
| Name |  |
| Signature |  |
| Approval number |  |
| Part 66 Licence Number |  |
| Date |  |
| Mobile number |  |
| E-mail |  |
| Issue date of the EASA Form 15c (ARC) |  |
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| **A copy of this report shall be provided to the aircraft owner to be retained in the aircraft records.** | |

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