
Chapter 2. Development of Scheduled Maintenance

2-1. General

It is necessary to develop scheduled maintenance for each new type of aircraft prior to its introduction into airline service.

2-1-1. Purpose

The primary purpose of this document is to develop a proposal to assist the Regulatory Authority in establishing ~~initial scheduled maintenance tasks and intervals~~ for new types of aircraft and/or powerplant. The intent is to maintain the inherent safety and reliability levels of the aircraft. These tasks and intervals become the basis for the first issue of each airline's maintenance ~~requirements to govern its initial maintenance policy~~. Initial adjustments may be necessary to address operational and/or environmental conditions unique to the operator. As operating experience is accumulated, additional adjustments may be made by the operator to maintain efficient ~~scheduled maintenance~~.

2-1-2. Approach minimum scheduled interval/tasking requirements

It is desirable, therefore, to define in some detail

- a) The objectives of efficient scheduled maintenance.
- b) The content of efficient scheduled maintenance.
- c) The method by which efficient scheduled maintenance can be developed.

the minimum scheduled interval/tasking requirements

1. Scheduled Maintenance Objectives

The objectives of efficient aircraft scheduled maintenance are

- a) To ensure realization of the inherent safety and reliability levels of the aircraft.
- b) To restore safety and reliability to their inherent levels when deterioration has occurred.
- c) To obtain the information necessary for design improvement of those items whose inherent reliability proves inadequate.
- d) To accomplish these goals at a minimum total cost, including maintenance costs and the costs of resulting failures.

These objectives recognize that scheduled maintenance, as such, cannot correct deficiencies in the inherent safety and reliability levels of the aircraft. The scheduled maintenance can only prevent deterioration of such inherent levels. If the inherent levels are found to be unsatisfactory, design modification is necessary to obtain improvement.

2. Scheduled Maintenance Content

The content of the scheduled maintenance itself consists of two groups of tasks

- a) A group of scheduled tasks to be accomplished at specified intervals. The objective of these tasks is to prevent deterioration of the inherent safety and reliability levels of the aircraft. The tasks in scheduled maintenance may include:
 - (1) Lubrication/Servicing (LU/SV or LUB/SVC)
 - (2) Operational/Visual Check (OP/VC or OPC/VCK)
 - (3) Inspection/Functional Check (IN*/FC or */FNC)
 - * General Visual Inspection (GV or GVI)
 - * Detailed Inspection (DI or DET)
 - * Special Detailed Inspection (SI or SDI)
 - * Scheduled Structural Health Monitoring (S-SHM)