



## **AWAL Engineering Bulletin 22-001**

### **Planning Tolerances for Inspections and Lived Components**

#### **Background:**

With the imminent introduction of CASR 1998 Pt 43 and in-line with what is regarded as the 'norm' in the maintenance of many GA type aircraft, AWAL has decided to introduce a planning tolerance to the periodicities stated in AWAL approved Maintenance Programs. This will be helpful in allowing continued operation when there are extend manufacturing and supply delays for parts and to provide flexibility for planning Scheduled Inspections

#### **Approval pursuant to CAR 42M:**

Despite the periodicities and lifing requirements listed in any current AWAL approved Maintenance program, a planning tolerance now applies:

The following paragraphs outline the permissible tolerances that can be applied to the interval of the tasks listed in the Overhaul and Replacement and Scheduled/Periodic maintenance sections of an AWAL approved Maintenance Program. The tolerance is not cumulative.

#### **Flying Hour Based Intervals**

The permissible tolerance for the flying hour-based intervals is  $\pm 10\%$ , but not more than 100 flight hours (FH).

Examples:

- If you do an inspection inside the permitted tolerance, the planned inspection times do not shift.
- A 300 FH inspection package can be accomplished any time between 270 FH and 330 FH ( $\pm 10\%$  or  $\pm 30$  FH). The next inspection is still due at 600 FH ( $\pm 30$  FH). The inspection intervals do not change.
- If you do an inspection earlier and outside the given tolerance, then the planned inspection time will shift.
- An inspection/replacement that is carried out every 2000 flying hours will have a maximum tolerance of 100 flight hours only, **not** 10%.

#### **Calendar Time Based Intervals**

The tolerance permissible for the calendar time-based intervals is  $\pm 10\%$ , but not more than 3 months.

The subsequent monitoring procedure for all the calendar time limited items after their initial replacement or inspection, will be in installed or elapsed time. Each task with a calendar time is understood as installed time unless stated as "elapsed" (*since manufacture or overhaul*)

Examples:

- If you do an inspection inside the permitted tolerance, the planned inspection times do not shift.



- A 12 month inspection/replacement can be accomplished any time between 11 months and 13 months ( $\pm 10\%$  or  $\pm 30$  days). The next inspection is still due 12 months later ( $\pm 30$  days). The inspection intervals do not change.
- An inspection/replacement that is carried out every 60 months will have a maximum tolerance of 3 months/90 days only, **not** 10%.

## Landing Based Intervals

The tolerance permissible for the landings-based intervals is  $\pm 10\%$ , but not more than 100 landings.

## Annual Inspections *(based on CASR Pt43)*

The annual inspection will fall due by the end of the twelfth month after the previous inspection was completed.

An aircraft that had an annual inspection and was approved for return to service on 10 January, will have the next inspection fall due on or before 31 January the following year. A 10-day planning tolerance that may also be utilised, in which case the previously described aircraft would be required to have the next annual inspection commenced by no later than 10 February. The extra days, if used, do not need to be 'paid back' from the following calendar period.

*Note: The 10% tolerance is **not** applicable to Airworthiness Directives and several on-going airworthiness requirements in CAO 100.5 (see CAO 100.5 Section 12) also, there will be **no** additional extensions once the tolerance has been consumed.*

The aircraft's Registered Operator is ultimately responsible for the maintenance and airworthiness of his/her aircraft.

Please attach a copy of this bulletin to your AWAL approved Maintenance Program.

P A Pring-Shambler  
DSA, AWAL  
8<sup>th</sup> August 2022