



## Safety Information Bulletin

<b>CAAS SIB No.</b>	2020-02 R2
<b>Issued</b>	6 August 2021
<b>Subject</b>	One-Time Escalation (OTE) of Maintenance Tasks for Singapore Registered Commercial Air Transport (CAT) Aircraft
<b>Ref. Publication(s)</b>	Airbus Operators Information Transmission (OIT) 999.0026/20 Rev 04 Boeing Service Letter 737-SL-10-004-A Boeing Service Letter 777-SL-10-001-A Boeing Service Letter 787-SL-10-001-A
<b>Purpose</b>	This SIB provides guidance to Singapore AOC holders on the one-time escalation of maintenance tasks in their aircraft maintenance programmes, in preparation for the return to service (RTS), of aircraft that are parked or stored during the COVID-19 pandemic period.
<b>Applicability</b>	Aircraft that are currently under prolonged parking and are returning to service.  Note: Aircraft on 'prolonged parking' refers to aircraft that are parked or stored, for more than one month without being released for operational flights.
<b>Cancellation</b>	This SIB supersedes SIB 2020-02 R1 dated 22 April 2021.
<b>Description</b>	The COVID-19 public health emergency has led to a significant reduction in demand for passenger aircraft operations. Airline operations have been scaled down during this period, resulting in a sizable number of aircraft parked or put into storage.  While aircraft are parked, scheduled maintenance tasks still need to be carried out according to the Approved Maintenance Programme (AMP) to ensure the continued airworthiness of the aircraft.  CAAS has conducted a review on these maintenance tasks that are scheduled to be performed during the period of parking and the initial period after returning to service, taking into consideration guidelines issued by aircraft manufacturers. Tasks which were assessed to be non-critical or non-mandatory may be escalated once-off under defined conditions. Such tasks are usually routine calendar-time based tasks which are supported for escalation by the aircraft manufacturer. With this provision, Singapore AOC holders can have the flexibility in managing the accomplishment of scheduled maintenance tasks.

This guidance highlights the general approach that Singapore AOC holders would take to assess and evaluate the scheduled maintenance tasks that may be considered for OTE when managing aircraft returning to service. OTE allows Singapore AOC holder the flexibility to manage maintenance task intervals within the permitted regulatory framework and in accordance with OEM's recommendations.

#### **Aircraft that are eligible for OTE**

- 1 Singapore registered aircraft that started prolonged parking **before** the first issuance of this SIB may be eligible for a one-time escalation.

#### **Tasks that are eligible for OTE**

- 2 Calendar-time based scheduled maintenance tasks in aircraft manufacturers' list of tasks (Airbus Maintenance Program Engineering Statement (AMPES) for Airbus aircraft and Boeing service letter (SL) for Boeing aircraft), **except those categories of tasks listed in item 4**, may be eligible for a one-time escalation.
- 3 Such tasks escalation could be applied to an eligible aircraft provided the task is due during aircraft parking or storage, or due after aircraft RTS.

#### **Tasks that are not eligible for OTE**

- 4 The following categories of tasks are not eligible for OTE:
  - a) Tasks identified to be performed for aircraft preservation or de-preservation;
  - b) Tasks required to comply with Airworthiness Directives (AD);
  - c) Tasks required to comply with Airworthiness Limitations (AWLs) for Boeing aircraft, Airworthiness Limitation Items (ALIs) for Airbus aircraft and similar limitations specified by other aircraft manufacturers, as appropriate;
  - d) Tasks identified for Certification Maintenance Requirement (CMR);
  - e) Tasks to ensure compliance with life limits as specified by Type Certificate Data Sheets, flight manuals, or manufacturer's publications;
  - f) Tasks required to comply with Minimum Equipment Lists;
  - g) Structural sampling tasks imposed by maintenance review boards;
  - h) Tasks required by Engineering Notices (ENs), Technical Variances (TVs) or Technical Adaptations (TAs);
  - i) Additional tasks required by Singapore Airworthiness Requirements (e.g. aircraft weighing), except for DFDR/CVR annual readouts, which may be deferred to be carried out within 3 months after RTS;
  - j) Tasks that have been subject to interval reduction as a result of in-service experience and reliability monitoring programmes;
  - k) Tasks that require minimal resources or disassembly (e.g. a test that may be carried out with a simple push-button or computers with built-in test equipment (BITE), or simple test as defined in SAR-66);
  - l) Tasks that have been escalated by the Singapore AOC holder and were not accomplished before the aircraft was placed under prolonged parking. Such maintenance tasks must be performed before the next due date or prior to RTS if the task is due during the period the aircraft was parked; and
  - m) Tasks that are from ATA chapters 26, 27 and 32.

**Evaluation and Application by AOC holders**

- 5 Singapore AOC holders operating Airbus aircraft should refer to the guidelines in Airbus OIT 999.0026/20 and obtain the technical justifications from Airbus through the Airbus Maintenance Program Engineering Statement (AMPES) process.
- 6 The maximum permitted OTE period is 3, 6 or 12 months for Airbus aircraft, depending on the period of time that the aircraft has been parked, the original task interval in the AMP and subject to the exception list in Airbus AMPES, as follows:
- a) If the aircraft has been parked for up to 6 months:
    - i. tasks with an interval between 30 days and 12 months can be escalated with OTE by 3 months from the RTS or task due date, whichever is later; and
    - ii. tasks with an interval of more than 12 months can be escalated with OTE by 6 months from the RTS or task due date, whichever is later; and
  - b) If the aircraft has been parked for more than 6 months and up to 24 months, only tasks with an interval more than 12 months can be escalated with OTE by 12 months from task due date.
  - c) If the aircraft has been parked for more than 24 months, the AOC holder should contact Airbus for guidance before submitting its application to CAAS.

Refer to Appendix for illustration of some scenarios.

- 7 Singapore AOC holders operating Boeing aircraft should refer to the guidelines in the Boeing service letters, 737-SL-10-004, 777-SL-10-001, 787-SL-10-001 for the applicable aircraft type. The permitted OTE period for Boeing aircraft is equal to the period of parking, subject to a maximum of 12 months from the task due date.

Refer to Appendix for illustration of some scenarios.

- 8 Singapore AOC holders may use the maintenance task's last completion date to compute the next due date for the task for which the OTE is applied.

**Limitations**

- 9 Where OTE has been applied to a maintenance task, the next due date for that task shall not be further escalated, including with respect to the Singapore AOC holder's privilege to vary maintenance tasks interval of the AMP.

**Recommendation(s)** It is recommended that Singapore AOC holders use the above guidance to apply OTE for a specific aircraft type. Each OTE application should be submitted to CAAS, with the following, 30 days before the OTE is planned to be exercised on the aircraft type:

- a) List of eligible aircraft;
- b) List of OTE tasks and their escalated intervals;
- c) Relevant supporting documents; and

d) Declaration complying to the SIB on eligible tasks and aircraft.

The Singapore AOC holder will use the approved OTE list and intervals applicable to specific aircraft types for their subsequent aircraft RTS and fleet maintenance planning.

The approved OTE reference number with date should be recorded in the aircraft logbook and included in the aircraft Certificate of Airworthiness renewal application package.

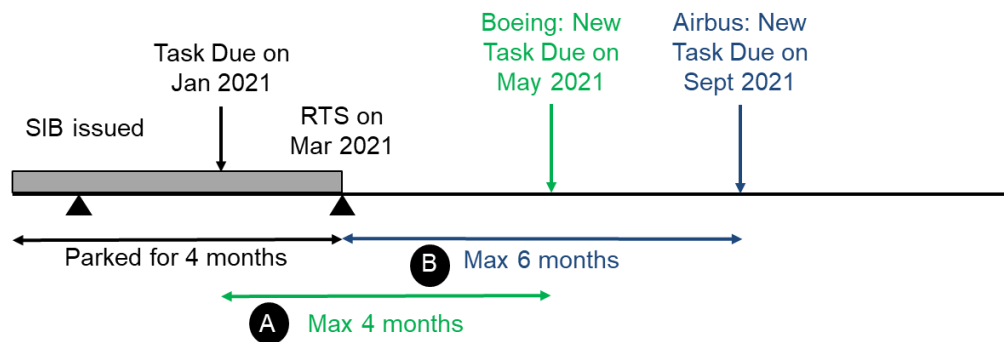
The Singapore AOC holder should annotate the dates that the aircraft was placed under 'prolonged parking' in the aircraft technical log.

**Contact(s)**

For further information, contact respective PMI or CAAS FS Division Infocenter at 6595 6764 or CAAS\_AFO\_Infocenter@caas.gov.sg

## Appendix

### Scenario 1 – Aircraft parked 4 months: Task due before RTS

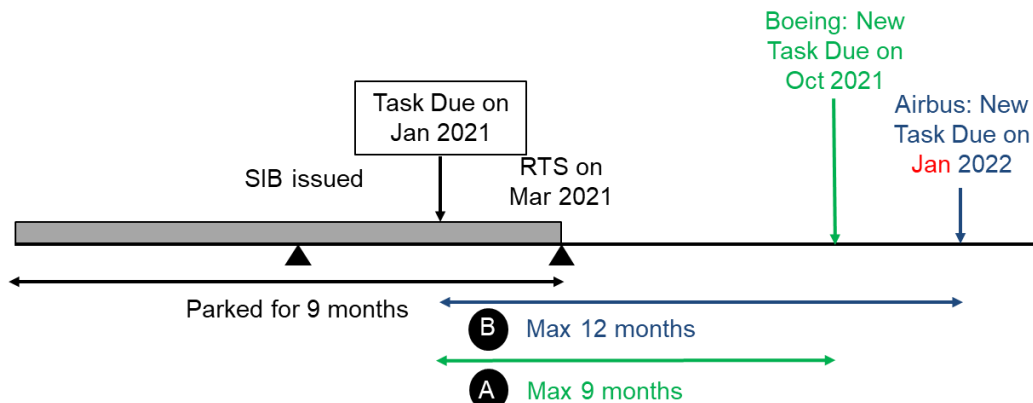


- A** Boeing: As the aircraft has parked for 4 months, the permitted OTE period will be 4 months from task due date i.e. Jan 2021 plus 4 months = May 2021
- B** Airbus: As the aircraft has parked for 4 months and assuming the task is with an interval of more than 12 months, the permitted OTE period will be 6 months from RTS since RTS is later i.e. Mar 2021 plus 6 months = Sept 2021

#### Guidance

- a) Tasks with an interval between 30 days and 12 months can be escalated with OTE by 3 months from the RTS or task due date, whichever is later;
- b) Aircraft parked up to 6 months, tasks with an interval more than 12 months can be escalated with OTE by 6 months from the RTS or task due date, whichever is later.

### Scenario 2 – Aircraft parked 9 months: Task due before RTS

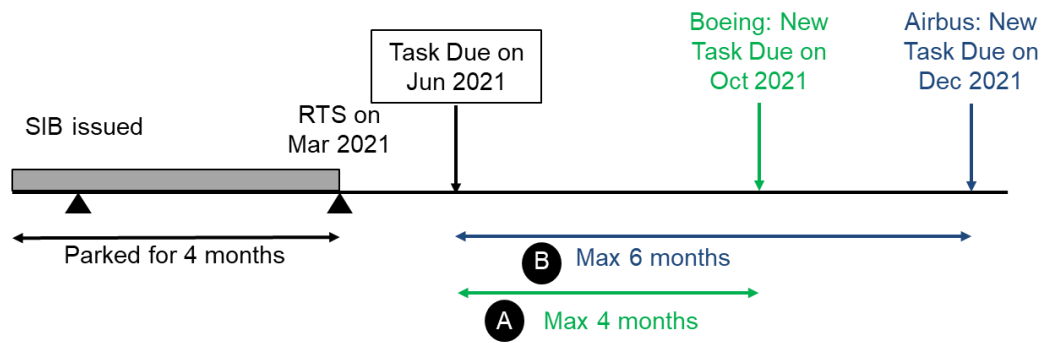


- A** Boeing: Although the aircraft has parked for 9 months, as the max permitted OTE period is limited to 9 months, the permitted OTE period will be 9 months from task due date i.e. Jan 2021 plus 9 months = Oct 2021
- B** Airbus: Although the aircraft has parked for 9 months, as the max permitted OTE period is limited to 12 months, the permitted OTE period will be 12 months from RTS since RTS is later i.e. Mar 2021 plus 12 months = Mar 2022

#### Guidance

- a) Tasks with an interval *less than 12 months cannot be escalated*;
- b) Aircraft parked more than 6 months *and up to 12 months*, tasks with an interval more than 12 months can be escalated with OTE by 12 months *from the task due date*.

### Scenario 3 – Aircraft parked 4 months: Task due after RTS

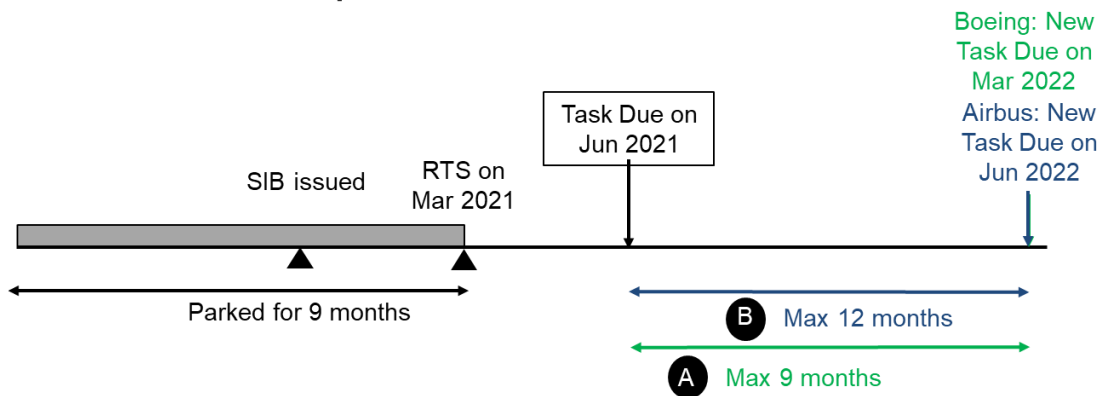


- A** Boeing: As the aircraft has parked for 4 months, the permitted OTE period will be 4 months from task due date i.e. Jun 2021 plus 4 months = Oct 2021
- B** Airbus: As the aircraft has parked for 4 months and assuming the task is with an interval of more than 12 months, the permitted OTE period will be 6 months from task due date since due task due date is later i.e. Jun 2021 plus 6 months = Dec 2021

Guidance

- a) Tasks with an interval between 30 days and 12 months can be escalated with OTE by 3 months from the RTS or task due date, whichever is later;
- b) Aircraft parked up to 6 months, tasks with an interval more than 12 months can be escalated with OTE by 6 months from the RTS or task due date, whichever is later.

### Scenario 4 – Aircraft parked 9 months: Task due after RTS



- A** Boeing: Although the aircraft has parked for 9 months, as the max permitted OTE period is limited to 9 months, the permitted OTE period will be 9 months from task due date i.e. Jun 2021 plus 9 months = Mar 2022
- B** Airbus: Although the aircraft has parked for 9 months, as the max permitted OTE period is limited to 12 months, the permitted OTE period will be 12 months from task due date since task due date is later i.e. Jun 2021 plus 12 months = Jun 2022

Guidance

- a) Tasks with an interval **less than 12 months cannot be escalated**;
- b) Aircraft parked more than 6 months **and up to 12 months**, tasks with an interval more than 12 months can be escalated with OTE by 12 months **from the task due date**.