



CIVIL AVIATION AUTHORITY OF MALAYSIA

AIRCRAFT MAINTENANCE PROGRAMME (AMP) CHECKLIST

(Civil Aviation Regulation 2016)

SECTION 1 – APPLICANT DETAILS

1.1	Organisation name	:	GALAXY AEROSPACE (M) SDN BHD			
1.2	Organisation Approval No.	:	a. CAMO/CAO :	CAMO/2016/03	b. AOC No. (if any) :	
1.3	AMP Reference	:	RMPAOF/CAMO/AMP/B300			
1.4	Amendment Status	:	a. Issue & Rev. :	ISSUE 4 REVISION 0	b. Date :	15 JANUARY 2024

SECTION 2 – CHECKLIST NOTES

1. The purpose of the Approved Maintenance Programme Checklist is to assist CAMO/CAO with a view to ensuring that Aircraft Maintenance Programme (AMP) submitted to the CAAM for approval are standardized and include all items that are required by CAD 6801, and additional information in CAGM 6804. This checklist, when completed, should be submitted with the drafted AMP.
2. This document includes all the relevant information as detailed in CAGM 6804, the format of which may be modified to suit the operator's preferred method. The checklist should clearly show either relevant reference for the required information or relevant justification for any N/A comments in the REFERENCE/NOTES column.
3. The specific tasks and the relevant control procedures as specified in the CAMO/CAO Exposition of the organisation managing the aircraft shall be included in the programme. The detailed relevant cross-references shall be specified in the REFERENCE/NOTES column at the appropriate paragraphs.
4. The checklist is provided to ensure the minimum required items are contained in the operator's AMP. It should be enhanced as necessary to suit the aircraft's needs; operational, utilization & environmental.
5. Not all aircraft maintenance programme required to have a reliability programme. CAMO/CAO shall evaluate on this requirement accordingly and ignore Part 6 of Section 3 of this checklist if it is not applicable.
6. CAMO/CAO is required to submit 2 copies of the draft AMP.

SECTION 3 – AMP ITEMS				
1 GENERAL REQUIREMENTS				
ITEM	AMP CONTENTS	OPERATOR'S REFERENCE/NOTES	CAAM REMARKS	Checked
1.1	Maintenance Program basic information	Refer AMP Section 1.1		<input type="checkbox"/>
1.1.1	The type/model/ and registration number of the aircraft	Refer AMP Section 1.1.1		<input type="checkbox"/>
	The type/model of the engines	Refer AMP Section 1.1.1		<input type="checkbox"/>
	The type/model of the propellers, where applicable	Refer AMP Section 1.1.1		<input type="checkbox"/>
	The type/model of the auxiliary power units, where applicable.	Not applicable. No APU installed.		<input type="checkbox"/>
1.1.2	The name and address of the owner, operator, CAMO organization managing the aircraft airworthiness.	Refer AMP Section 1.1.2		<input type="checkbox"/>
1.1.3	The program reference, the date of issue and issue number.	Refer AMP Section 1.1.3		<input type="checkbox"/>
1.1.4	A signed statement.	Refer AMP Section 1.1.4		<input type="checkbox"/>
1.1.5	Content list	Refer AMP Section 1.1.5		<input type="checkbox"/>
	List of effective pages (with CAAM endorsement section)	Refer AMP Section 1.1.5.2		<input type="checkbox"/>
	CAAM approval page (as per CAGM 6804 Appendix 3)	Refer AMP Section 1.1.5.3		<input type="checkbox"/>
	Revision status of the document.	Refer AMP Section 1.1.5.3		<input type="checkbox"/>
1.1.6	Check periods for anticipated utilization. Include a utilization tolerance of not more than 25%. Where utilization cannot be anticipated, calendar time limits should also be included.	Refer AMP Section 1.1.6		<input type="checkbox"/>
1.1.7	Procedures for escalation where applicable & acceptable to the CAAM.	Refer AMP Section 1.1.7		<input type="checkbox"/>
1.1.8	Date and reference of approved amendments	Refer AMP Section 1.1.8		<input type="checkbox"/>
1.1.9	Pre-flight maintenance tasks.	Refer AMP Section 1.1.9		<input type="checkbox"/>
1.1.10	The tasks and the periods (intervals / frequencies) at which inspections should be carried out, including the task affectivity and type and degree of inspection of the:	Refer AMP Section 1.1.10		<input type="checkbox"/>

	a. Aircraft	Refer AMP Section 1.1.10		<input type="checkbox"/>
	b. Engine(s)	Refer AMP Section 1.1.10		<input type="checkbox"/>
	c. APU	Refer AMP Section 1.1.10		<input type="checkbox"/>
	d. Propeller(s)	Refer AMP Section 1.1.10		<input type="checkbox"/>
	e. Components	Refer AMP Section 1.1.10		<input type="checkbox"/>
	f. Accessories	Refer AMP Section 1.1.10		<input type="checkbox"/>
	g. Equipment	Refer AMP Section 1.1.10		<input type="checkbox"/>
	h. Instruments	Refer AMP Section 1.1.10		<input type="checkbox"/>
	i. Electrical and radio apparatus	Refer AMP Section 1.1.10		<input type="checkbox"/>
1.1.11	The periods at which components should be:	Refer AMP Section 1.1.11		<input type="checkbox"/>
	a. Checked	Refer AMP Section 1.1.11		<input type="checkbox"/>
	b. Cleaned	Refer AMP Section 1.1.11		<input type="checkbox"/>
	c. Lubricated	Refer AMP Section 1.1.11		<input type="checkbox"/>
	d. Replenished	Refer AMP Section 1.1.11		<input type="checkbox"/>
	e. Adjusted	Refer AMP Section 1.1.11		<input type="checkbox"/>
	f. Tested	Refer AMP Section 1.1.11		<input type="checkbox"/>
1.1.12	Details of ageing aircraft system requirements with any specified sampling programs (if applicable)	Refer AMP Section 1.1.12		<input type="checkbox"/>
1.1.13	Details of specific structural maintenance programs (if applicable), including but not limited to:	Refer AMP Section 1.1.13		<input type="checkbox"/>
	a. Damage Tolerance and Supplemental Structural Inspection Programs (SSID)	Not applicable		<input type="checkbox"/>
	b. SB review performed by the TC holder	Not applicable		<input type="checkbox"/>
	c. Corrosion prevention and control	Refer AMP Section 1.1.13		<input type="checkbox"/>

	d. Repair Assessment	Not applicable		<input type="checkbox"/>
	e. Widespread Fatigue Damage	Not applicable		<input type="checkbox"/>
1.1.14	Statement of the limit of validity for the structural program in 1.1.13, if applicable.	Not applicable		<input type="checkbox"/>
1.1.15	The periods at which overhauls should be made.	Refer AMP Section 1.1.15		<input type="checkbox"/>
	The periods at which replacements should be made.	Refer AMP Section 1.1.15		<input type="checkbox"/>
1.1.16	A cross-reference to other documents related to:	Refer AMP Section 1.1.16		<input type="checkbox"/>
	a. Mandatory life limitations	Refer AMP Section 1.1.16		<input type="checkbox"/>
	b. Certification Maintenance Requirements (CMR's), (if applicable)	Refer AMP Section 1.1.16		<input type="checkbox"/>
	c. Airworthiness Directives (AD)	Refer AMP Section 1.1.16		<input type="checkbox"/>
	Specific identification of the mandatory status for items (a), (b) & (c) above	Refer AMP Section 1.1.16		<input type="checkbox"/>
1.1.17	Reliability program or statistical methods of continuous surveillance, (if applicable)	Refer AMP Section 1.1.17		<input type="checkbox"/>
1.1.18	A statement that practices and procedures should be the standards specified by the TC holder	Refer AMP Section 1.1.18		<input type="checkbox"/>
1.1.19	Each maintenance task (i.e. inspections - detailed, scan, general) should be defined in a definition section	Refer AMP Section 1.1.19		<input type="checkbox"/>
1.1.20	The periods at which overhauls should be made	Refer AMP Section 1.1.20		<input type="checkbox"/>
1.1.21	If applicable, details of Critical Design Configuration Control Limitations together with appropriate procedures.	Refer AMP Section 1.1.21		<input type="checkbox"/>

2 PROGRAMME BASIS

2.1	Is the program based upon the MRB report, the TC Holder's maintenance planning document or Chapter 5 of the maintenance manual?	Refer AMP Section 2.1		<input type="checkbox"/>
2.2	For newly type-certificated aircraft / comprehensively appraise the manufacturer's recommendations (and MRB report where applicable)	Refer AMP Section 2.2		<input type="checkbox"/>
2.3	For existing aircraft types, comparisons with maintenance programs previously approved	Refer AMP Section 2.3		<input type="checkbox"/>

3 AMENDMENTS

3.1	Amendments (revisions) to reflect changes:	Refer AMP Section 3.1		<input type="checkbox"/>
	a. In the TC holder's recommendations	Refer AMP Section 3.1		<input type="checkbox"/>
	b. Introduced by modifications	Refer AMP Section 3.1		<input type="checkbox"/>
	c. Introduced by repairs	Refer AMP Section 3.1		<input type="checkbox"/>
	d. Discovered by service experience	Refer AMP Section 3.1		<input type="checkbox"/>
	e. As required by the CAAM	Refer AMP Section 3.1		<input type="checkbox"/>
4 PERMITTED VARIATIONS TO MAINTENANCE PERIODS (with the exception of items identified in 1.1.16)				
4.1	Vary the periods through a procedure approved by the CAAM?	Refer AMP Section 4.1		<input type="checkbox"/>
4.2	Vary the periods with the approval of the CAAM	Refer AMP Section 4.2		<input type="checkbox"/>
5 PERIODIC REVIEW OF MAINTENANCE PROGRAMME				
5.1	Periodic review to ensure that the program reflects current:	Refer AMP Section 5.1		<input type="checkbox"/>
	a. TC holder's recommendations	Refer AMP Section 5.1		<input type="checkbox"/>
	b. Revisions to the MRB report (if applicable)	Refer AMP Section 5.1		<input type="checkbox"/>
	c. Mandatory requirements	Refer AMP Section 5.1		<input type="checkbox"/>
	d. Maintenance needs of the aircraft	Refer AMP Section 5.1		<input type="checkbox"/>
5.2	Annual review defined	Refer AMP Section 5.2		<input type="checkbox"/>

6 RELIABILITY PROGRAMME		<input checked="" type="checkbox"/> Applicable	<input type="checkbox"/> Not Applicable
6.1	Applicability	Refer AMP Section 6.1	<input type="checkbox"/>
6.1.1	Developed in the following cases:	Refer AMP Section 6.1.1	<input type="checkbox"/>
	a. Program is based upon MSG-3 logic	Refer AMP Section 6.1.1	<input type="checkbox"/>
	b. Program includes condition monitored components	Refer AMP Section 6.1.1	<input type="checkbox"/>
	c. Program does not contain overhaul time periods for all significant system components	Refer AMP Section 6.1.1	<input type="checkbox"/>
	d. Specified by the Manufacturer's MPD or MRB	Refer AMP Section 6.1.1	<input type="checkbox"/>
6.1.2	Need not be developed in the following cases:	Refer AMP Section 6.1.2	<input type="checkbox"/>
	a. Program is based upon the MSG-1 or 2 logic (only hard times or on condition items)	Refer AMP Section 6.1.2	<input type="checkbox"/>
	b. Not a large aircraft (= or < 5700 kgs MTWA or single engine helicopter)	Refer AMP Section 6.1.2	<input type="checkbox"/>
	c. Program provides overhaul time periods for all significant system components	Refer AMP Section 6.1.2	<input type="checkbox"/>
6.1.3	Operator may develop own reliability monitoring program	Refer AMP Section 6.1.3	<input type="checkbox"/>
6.2	Applicability, small fleets	Refer AMP Section 6.2	<input type="checkbox"/>
6.2.1	Less than 6 aircraft of the same type.	Refer AMP Section 6.2.1	<input type="checkbox"/>
6.2.2	Reliability program is irrespective of the fleet size	Refer AMP Section 6.2.2	<input type="checkbox"/>
6.2.3	Tailor reliability programs to suit the size and complexity of operation	Refer AMP Section 6.2.3	<input type="checkbox"/>
6.2.4	Use of "Alert levels" should be used carefully	Refer AMP Section 6.2.4	<input type="checkbox"/>
6.2.5	When establishing a reliability program, consider the following:	Refer AMP Section 6.2.5	<input type="checkbox"/>
	Focus on areas where a sufficient amount of data is likely to be processed	Refer AMP Section 6.2.5	<input type="checkbox"/>
	How is engineering judgment applied?	Refer AMP Section 6.2.5	<input type="checkbox"/>
6.2.6	Pool data and analysis (paragraph 6.6 specifies conditions)	Refer AMP Section 6.2.5	<input type="checkbox"/>

6.2.7	If unable to pool data / additional restrictions on the MRB/MPD tasks intervals specified	Refer AMP Section 6.2.7		<input type="checkbox"/>
6.3	Engineering judgement	Refer AMP Section 6.3		<input type="checkbox"/>
	Are there appropriately qualified personnel (with appropriate engineering experience and understanding of reliability concept) for the reliability program?	Refer AMP Section 6.3		<input type="checkbox"/>
6.4	Contracted maintenance.	Refer AMP Section 6.4		<input type="checkbox"/>
6.4.1	Maintenance program / may delegate certain functions to the Part-145 organization	Refer AMP Section 6.4.1		<input type="checkbox"/>
6.4.2	These are:	Refer AMP Section 6.4.2		<input type="checkbox"/>
	a. Developing the maintenance and reliability programs	Refer AMP Section 6.4.2		<input type="checkbox"/>
	b. Collection and analysis of the reliability data	Refer AMP Section 6.4.2		<input type="checkbox"/>
	c. Providing reliability reports	Refer AMP Section 6.4.2		<input type="checkbox"/>
	d. Proposing corrective actions	Refer AMP Section 6.4.2		<input type="checkbox"/>
6.4.3	Approval to implement a corrective action / CAMO prerogative and responsibility	Refer AMP Section 6.4.3		<input type="checkbox"/>
6.4.4	Maintenance contract / CAME, and MOE procedures.	Refer AMP Section 6.4.4		<input type="checkbox"/>
6.5	Reliability program.	Refer AMP Section 6.5		<input type="checkbox"/>
6.5.1	Objectives	Refer AMP Section 6.5.1		<input type="checkbox"/>
6.5.1.1	Statement summarizing the prime objectives of the program	Refer AMP Section 6.5.1		<input type="checkbox"/>
	a. Recognize the need for corrective action	Refer AMP Section 6.5.1		<input type="checkbox"/>
	b. Establish what corrective action is needed	Refer AMP Section 6.5.1		<input type="checkbox"/>
	c. Determine the effectiveness of that action	Refer AMP Section 6.5.1		<input type="checkbox"/>
6.5.1.2	The extent of the objectives should be directly related to the scope of the program	Refer AMP Section 6.5.1		<input type="checkbox"/>
6.5.1.3	All MSG-3 related tasks are effective, and their periodicity is adequate	Refer AMP Section 6.5.1		<input type="checkbox"/>

6.5.2	Identification of items.	Refer AMP Section 6.5.2		<input type="checkbox"/>
	The items controlled by the program should be stated	Refer AMP Section 6.5.2		<input type="checkbox"/>
6.5.3	Terms and definitions.	Refer AMP Section 6.5.3		<input type="checkbox"/>
	Significant terms and definitions should be clearly identified	Refer AMP Section 6.5.3		<input type="checkbox"/>
6.5.4	Information sources and collection.	Refer AMP Section 6.5.4		<input type="checkbox"/>
6.5.4.1	Sources and procedures in the exposition	Refer AMP Section 6.5.4		<input type="checkbox"/>
6.5.4.2	Type of information to be collected should be related to the objectives, examples of the normal prime sources:	Refer AMP Section 6.5.4		<input type="checkbox"/>
	a. Pilots Reports	Refer AMP Section 6.5.4		<input type="checkbox"/>
	b. Technical Logs	Refer AMP Section 6.5.4		<input type="checkbox"/>
	c. Aircraft Access Terminal / On-board readouts	Refer AMP Section 6.5.4		<input type="checkbox"/>
	d. Maintenance Worksheets	Refer AMP Section 6.5.4		<input type="checkbox"/>
	e. Workshop Reports	Refer AMP Section 6.5.4		<input type="checkbox"/>
	f. Reports on Functional Checks	Refer AMP Section 6.5.4		<input type="checkbox"/>
	g. Reports on Special Inspections	Refer AMP Section 6.5.4		<input type="checkbox"/>
	h. Stores Issues/Reports	Refer AMP Section 6.5.4		<input type="checkbox"/>
	i. Air Safety Reports	Refer AMP Section 6.5.4		<input type="checkbox"/>
	j. Reports on Delays and Incidents	Refer AMP Section 6.5.4		<input type="checkbox"/>
	k. Other sources: i.e. ETOPS, RVSM, CAT II/ III	Refer AMP Section 6.5.4		<input type="checkbox"/>
6.5.4.3	Due account of Continuing Airworthiness information promulgated under Part-21	Refer AMP Section 6.5.4		<input type="checkbox"/>
6.5.5	Display of information	Refer AMP Section 6.5.5		<input type="checkbox"/>
6.5.5.1	Information displayed graphically or tabular or a combination	Refer AMP Section 6.5.5		<input type="checkbox"/>

6.5.5.2	Provisions for "nil returns"	Refer AMP Section 6.5.5		<input type="checkbox"/>
6.5.5.3	Where "standards" or "alert levels", information oriented accordingly	Refer AMP Section 6.5.5		<input type="checkbox"/>
6.5.6	Examination, analysis and interpretation of the information.	Refer AMP Section 6.5.6		<input type="checkbox"/>
	Method for examining, analyzing and interpreting the information should be explained	Refer AMP Section 6.5.6		<input type="checkbox"/>
6.5.6.1	Methods of examination may be varied - content & quantity	Refer AMP Section 6.5.6		<input type="checkbox"/>
6.5.6.2	The whole process should enable a critical assessment of the effectiveness of the program as a total activity. May involve:	Refer AMP Section 6.5.6		<input type="checkbox"/>
	a. Comparisons of operational reliability with established or allocated standards	Refer AMP Section 6.5.6		<input type="checkbox"/>
	b. Analysis and interpretation of trends	Refer AMP Section 6.5.6		<input type="checkbox"/>
	c. Evaluation of repetitive defects	Refer AMP Section 6.5.6		<input type="checkbox"/>
	d. Confidence testing of expected and achieved results	Refer AMP Section 6.5.6		<input type="checkbox"/>
	e. Studies of life-bands and survival characteristics	Refer AMP Section 6.5.6		<input type="checkbox"/>
	f. Reliability predictions	Refer AMP Section 6.5.6		<input type="checkbox"/>
	g. Other methods of assessment	Refer AMP Section 6.5.6		<input type="checkbox"/>
	h. Stores Issues/Reports	Refer AMP Section 6.5.6		<input type="checkbox"/>
	i. Air Safety Reports	Refer AMP Section 6.5.6		<input type="checkbox"/>
	j. Reports on Delays and Incidents	Refer AMP Section 6.5.6		<input type="checkbox"/>
	k. Other sources: i.e., ETOPS, RVSM, CAT II/ III	Refer AMP Section 6.5.6		<input type="checkbox"/>
6.5.6.3	Range and depth of analysis should be related to the particular program:	Refer AMP Section 6.5.6		<input type="checkbox"/>
	a. Flight defects and reductions in reliability	Refer AMP Section 6.5.6		<input type="checkbox"/>
	b. Defects – line and main base	Refer AMP Section 6.5.6		<input type="checkbox"/>
	c. Deterioration observed - routine maintenance	Refer AMP Section 6.5.6		<input type="checkbox"/>

	d. Workshop and overhaul findings	Refer AMP Section 6.5.6		<input type="checkbox"/>
	e. Modification evaluations	Refer AMP Section 6.5.6		<input type="checkbox"/>
	f. Sampling programs	Refer AMP Section 6.5.6		<input type="checkbox"/>
	g. Adequacy of maintenance equipment and publications	Refer AMP Section 6.5.6		<input type="checkbox"/>
	h. Effectiveness of maintenance procedures	Refer AMP Section 6.5.6		<input type="checkbox"/>
	i. Staff training	Refer AMP Section 6.5.6		<input type="checkbox"/>
	j. Service bulletins, technical instructions, etc.	Refer AMP Section 6.5.6		<input type="checkbox"/>
6.5.6.4	Contracted maintenance - arrangements established and details for information input included	Refer AMP Section 6.5.6		<input type="checkbox"/>
6.5.7	Corrective Actions	Refer AMP Section 6.5.7		<input type="checkbox"/>
6.5.7.1	Procedures / time scales for implementing corrective actions / monitoring – should be fully described & could include:	Refer AMP Section 6.5.7		<input type="checkbox"/>
	a. Changes to maintenance, operational procedures or techniques	Refer AMP Section 6.5.7		<input type="checkbox"/>
	b. Changes requiring amendment of the approved maintenance programme?	Refer AMP Section 6.5.7		<input type="checkbox"/>
	c. Amendments to approved manuals	Refer AMP Section 6.5.7		<input type="checkbox"/>
	d. Initiation of modifications	Refer AMP Section 6.5.7		<input type="checkbox"/>
	e. Special inspections / fleet campaigns	Refer AMP Section 6.5.7		<input type="checkbox"/>
	f. Spares provisioning	Refer AMP Section 6.5.7		<input type="checkbox"/>
	g. Staff training	Refer AMP Section 6.5.7		<input type="checkbox"/>
	h. Manpower and equipment planning	Refer AMP Section 6.5.7		<input type="checkbox"/>
6.5.7.2	Procedures for effecting changes should be described	Refer AMP Section 6.5.7		<input type="checkbox"/>
6.5.8	Organizational Responsibilities.	Refer AMP Section 6.5.8		<input type="checkbox"/>
	Organizational structure – chains of responsibility should be defined	Refer AMP Section 6.5.8		<input type="checkbox"/>

6.5.9	Presentation of information to the competent authority.	Refer AMP Section 6.5.9		<input type="checkbox"/>
	Information submitted to the CAAM for approval of the reliability program:	Refer AMP Section 6.5.9		<input type="checkbox"/>
	a. Format and content of routine reports	Refer AMP Section 6.5.9		<input type="checkbox"/>
	b. Time scales for reports / distribution	Refer AMP Section 6.5.9		<input type="checkbox"/>
	c. Format and content of reports requesting amendments	Refer AMP Section 6.5.9		<input type="checkbox"/>
6.5.10	Evaluation and review.	Refer AMP Section 6.5.10		<input type="checkbox"/>
	Describe procedures and individual responsibilities - continuous monitoring of the effectiveness of the program	Refer AMP Section 6.5.10		<input type="checkbox"/>
6.5.10.1	Procedures for revising the "standards" or "Alert levels".	Refer AMP Section 6.5.10		<input type="checkbox"/>
6.5.10.2	Criteria to be taken into account during the review includes:	Refer AMP Section 6.5.10		<input type="checkbox"/>
	a. Utilization (high / low / seasonal)	Refer AMP Section 6.5.10		<input type="checkbox"/>
	b. Fleet commonality	Refer AMP Section 6.5.10		<input type="checkbox"/>
	c. Alert Level adjustment criteria	Refer AMP Section 6.5.10		<input type="checkbox"/>
	d. Adequacy of data	Refer AMP Section 6.5.10		<input type="checkbox"/>
	e. Reliability procedure audit	Refer AMP Section 6.5.10		<input type="checkbox"/>
	f. Staff training	Refer AMP Section 6.5.10		<input type="checkbox"/>
	g. Operational and maintenance procedures	Refer AMP Section 6.5.10		<input type="checkbox"/>
6.5.11	Approval of organization to implement maintenance program changes arising from the reliability program results:	Refer AMP Section 6.5.11		<input type="checkbox"/>
	a. Does the reliability program monitor the content of the maintenance program in a comprehensive manner?	Refer AMP Section 6.5.11		<input type="checkbox"/>
	b. Is appropriate control exercised by the owner / operator over the internal validation of such changes?	Refer AMP Section 6.5.11		<input type="checkbox"/>
6.6	Pooling Arrangements.	Refer AMP Section 6.6		<input type="checkbox"/>
6.6.1	Pooling information – must be substantially the same, including:	Refer AMP Section 6.6.1		<input type="checkbox"/>

	a. Certification / modification / SB compliance	Refer AMP Section 6.6.1		<input type="checkbox"/>
	b. Operational Factors	Refer AMP Section 6.6.1		<input type="checkbox"/>
	c. Maintenance factors	Refer AMP Section 6.6.1		<input type="checkbox"/>
6.6.2	Is there a substantial amount of commonality / has the CAAM agreed?	Refer AMP Section 6.6.2		<input type="checkbox"/>
6.6.3	Is the aircraft on short-term lease?	Refer AMP Section 6.6.3		<input type="checkbox"/>
6.6.4	Changes to any Notice 6101 requires assessment in order that the pooling benefits can be maintained	Refer AMP Section 6.6.4		<input type="checkbox"/>
6.6.5	Reliability program managed by the aircraft manufacturer if agreed by the CAAM	Refer AMP Section 6.6.5		<input type="checkbox"/>
6.7	Reliability Reporting to CAAM	Refer AMP Section 6.6.7		<input type="checkbox"/>
6.7.1	Reliability report is submitted to CAAM.	Refer AMP Section 6.6.7		<input type="checkbox"/>
6.7.2	Frequency of reporting.	Refer AMP Section 6.6.7		<input type="checkbox"/>
6.7.3	Reliability reporting includes elements of Part SPA reliability data.	Refer AMP Section 6.6.7		<input type="checkbox"/>
6.7.4	Special evaluation is initiated whenever information obtained from the reliability monitoring indicates degraded level of safety. Result of special evaluation will be presented to CAAM.	Refer AMP Section 6.6.7		<input type="checkbox"/>
7 CAAM REQUIRED ITEM				
7.1	Details of who may issue a maintenance release	Refer AMP Section 7.1		<input type="checkbox"/>
7.2	Define which inspections/checks aconsidered to be base maintenance	Refer AMP Section 7.2		<input type="checkbox"/>
7.3	CAAM Maintenance Requirements, in the absence of specific recommendations.	Refer AMP Section 7.3		<input type="checkbox"/>
7.3.1	Aircraft battery capacity check/deep cycle?	Refer AMP Section 7.3.1		<input type="checkbox"/>
7.3.2	Emergency equipment	Refer AMP Section 7.3.2		<input type="checkbox"/>
7.3.3	Emergency escape provisions:	Refer AMP Section 7.3.3		<input type="checkbox"/>
	a. Portable valise type life-rafts	Refer AMP Section 7.3.3		<input type="checkbox"/>

	b. Door & escape chutes/slides	Refer AMP Section 7.3.3		<input type="checkbox"/>
	c. Emergency exits / hatches	Refer AMP Section 7.3.3		<input type="checkbox"/>
7.3.4	Flexible hoses	Refer AMP Section 7.3.4		<input type="checkbox"/>
7.3.5	Fuel / oil system contamination checks	Refer AMP Section 7.3.5		<input type="checkbox"/>
7.3.6	Pressure vessels	Refer AMP Section 7.3.6		<input type="checkbox"/>
7.3.7	Seat belts and harnesses	Refer AMP Section 7.3.7		<input type="checkbox"/>
7.3.8	Vital points and control systems	Refer AMP Section 7.3.8		<input type="checkbox"/>
7.3.9	Maintenance applicable to special operations approvals, if applicable:	Refer AMP Section 7.3.9		<input type="checkbox"/>
	a. AWOPS	Refer AMP Section 7.3.9		<input type="checkbox"/>
	b. MNPS	Refer AMP Section 7.3.9		<input type="checkbox"/>
	c. RVSM	Refer AMP Section 7.3.9		<input type="checkbox"/>
	d. ETOPS/EDTO	Refer AMP Section 7.3.9		<input type="checkbox"/>
	e. Offshore operations	Refer AMP Section 7.3.9		<input type="checkbox"/>
	f. HEMS	Refer AMP Section 7.3.9		<input type="checkbox"/>
	g. Transport of dangerous goods	Refer AMP Section 7.3.9		<input type="checkbox"/>
	h. Other (Specify)	Refer AMP Section 7.3.9		<input type="checkbox"/>
7.3.10	Customer furnished equipment	Refer AMP Section 7.3.10		<input type="checkbox"/>
7.3.11	Engine & APU condition monitored maintenance	Refer AMP Section 7.3.11		<input type="checkbox"/>
7.3.12	CAAM Mandatory requirement	Refer AMP Section 7.3.12		<input type="checkbox"/>
7.3.13	Flight recording systems (CVR/FDR)	Refer AMP Section 7.3.13		<input type="checkbox"/>
7.3.14	Mode "S" transponder ICAO 24-bit aircraft addresses	Refer AMP Section 7.3.14		<input type="checkbox"/>

7.3.15	In-flight entertainment systems (IFE)	Refer AMP Section 7.3.15		<input type="checkbox"/>
7.3.16	Weighing program	Refer AMP Section 7.3.16		<input type="checkbox"/>
7.3.17	Compass swing	Refer AMP Section 7.3.17		<input type="checkbox"/>
7.3.18	Radio Annual Inspection	Refer AMP Section 7.3.18		<input type="checkbox"/>

SECTION 4 – APPLICANT DECLARATION

1. I declare that the information provided in this form is true and correct.
 2. I fully understand that in order for CAAM to approve this application, on-site visit/audit may be required either, which may incur costs stipulated under Civil Aviation (Fees and Charges) Regulations 2016. All related costs shall be borne by the organization.
 3. I fully understand that any false statement and wrong information in this application and in the Aircraft Maintenance Programme, may cause delay or rejection of the submission.

<div style="border: 1px solid black; padding: 10px; background-color: #e0f0ff;"> <p>Zaty Nadhira binti Mohamed Zuhari</p> </div> <p style="text-align: center;">Name of Authorized Person</p>	<div style="border: 1px solid black; height: 100px; background-color: #e0f0ff;"></div> <p style="text-align: center;">Signature</p>	<div style="border: 1px solid black; height: 100px; background-color: #e0f0ff;"></div> <p style="text-align: center;">Date</p>
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SECTION 5 – CAAM OFFICIAL USE ONLY

Received by	:	<div style="border: 1px solid black; height: 30px; background-color: #e0f0ff;"></div>	Date	:	<div style="border: 1px solid black; height: 30px; background-color: #e0f0ff;"></div>
Review Status	:	<input type="checkbox"/> SATISFACTORY <input type="checkbox"/> NOT SATISFACTORY	Date	:	<div style="border: 1px solid black; height: 80px; background-color: #e0f0ff;"></div>
Assessed by	:	<div style="border: 1px solid black; height: 100px; background-color: #e0f0ff;"></div>	Date	:	<div style="border: 1px solid black; height: 100px; background-color: #e0f0ff;"></div>

INSTRUCTIONS

SECTION 1 – APPLICANT DETAILS	
1.1	Fill up CAMO/CAO name and address.
1.2a	Fill up the CAMO/CAO organization approval issued by CAAM.
1.2b	Fill up the AOC No. (if applicable)
1.3	Fill up AMP reference number/name
1.4a	Fill up AMP issue and revision status
1.4b	Fill up AMP amendment/status date
SECTION 2 – CHECKLIST NOTES	
SECTION 3 – AMP ITEMS	
1 - 7	Fill up the "Operator's Reference/Notes" column as required. State the document reference for such item, and compliance, if necessary. If the item is not applicable, state N/A and justification why. Officer will remark accordingly at "CAAM Remarks" column. If item is acceptable/satisfactory, officer may mark (x) in the "Checked" box to track compliance (for easy reference). Note: Part 6 is only applicable for AMP with Reliability Program attached. Mark (x) in the check box accordingly.
SECTION 4 – APPLICATION DECLARATION	
	Fill up name of authorized person under the exposition for the submission of the programme. Put signature and date. Applicant may use their official stamp in this section. <i>Note: By signing this application, the applicant is required to abide to the terms in Section 4 and be responsible to the approval process.</i>
SECTION 5 – CAAM OFFICIAL USE ONLY	
	To be filled up by CAAM