



Islamic Republic of Afghanistan  
Civil Aviation Authority

# SHORT-TERM MAINTENANCE ESCALATION APPROVAL PROCEDURES

Afghanistan Civil Aviation Directive  
(CAD)

CAD-AIR-008.1

Airworthiness

31 MAY 2016

Revision 1

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Director General  
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Approved:



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Table of Contents

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<b>0</b>	<b>Administration and Control .....</b>	<b>9</b>
0.1	Abbreviations .....	9
0.2	Record of Revision .....	10
<b>1</b>	<b>Purpose .....</b>	<b>11</b>
<b>2</b>	<b>Reference.....</b>	<b>13</b>
<b>3</b>	<b>Guidance and Procedures .....</b>	<b>15</b>
<b>Appendix I</b>	<b>NIL (No Item Listed).....</b>	<b>17</b>



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## **List of Tables**

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## **List of Figures**

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## 0 Administration and Control

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The following list contains key abbreviations used in this document, as well as others likely to be in common use in the respective area.

### 0.1 Abbreviations

ACAA ..... Afghan Civil Aviation Regulation

AD ..... Airworthiness Directive

CL ..... Checklist

MCM ..... Maintenance Control Manual

TBO ..... Time between Overhaul



## 0.2 Record of Revision

The table below provides a record of amendments.

[illegible]



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## **1 Purpose**

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This Directive is issued to provide guidance for approving short-term maintenance escalation based on operations specifications.



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## 2 Reference

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Checklist CL: CACL-AIR-008



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### 3 Guidance and Procedures

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- 3.1.1 Time limitations are maintenance intervals established by the provisions of an approved reliability program or by an operator developed maintenance monitoring program. They are based on continuing analysis and surveillance of a fleet's operating performance.
- 3.1.2 Under controlled conditions, an operator may use short-term escalation for an individual component, engine or aircraft without affecting safety. These procedures require close monitoring to ensure that they do not conceal unsound maintenance practices, maintenance program deficiencies, or poor management decisions.
- 3.1.3 Short-term escalations for operators not under an approved maintenance reliability program must be approved by the Authority.
- 3.1.4 Operators with escalations (Maximum 5% TBO) as part of an approved reliability program do not require prior approval before using an escalation. The operator must, however, inform the Authority of an escalation as soon as possible after the escalation is put into effect.
- 3.1.5 A short-term escalation should only be used after carefully analysing the history of the aircraft and its components. A review of the proposed escalation should include:
- a) Previous inspection results;
  - b) Supplemental/additional inspection that may be needed to ensure continued airworthiness during the escalation;
  - c) Items not covered by the escalation, should not exceed their maintenance intervals;
  - d) Cross checking with the overall maintenance program to ensure that the escalation will not create an unsafe condition;
  - e) Ensuring that the program does not compromise any due mandatory inspection and escalation of repetitive Airworthiness Directives or fatigue life limited parts;
  - f) Restrict the occurrence of repetitive short-term escalations that indicate a need for a change in the maintenance program;
  - g) Provide a method for recording all escalations, with provisions for submitting and reporting escalations to the Authority;
  - h) May require a manufacturer's comment or recommendation
  - i) The procedure and process of applying for approval and management of short term escalations must be well defined in the operators approved maintenance control manual (MCM).
- 3.1.6 The procedure and process of applying for approval and management of short term escalations must be well defined in the operators approved maintenance control manual (MCM).



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- 3.1.7 Maximum short-term escalation intervals may be a percentage of an existing interval for a particular inspection, or may be designated in hours of service, cycles, or in other increments. Except under certain conditions, the maximum time for an escalation is 500 hours time-in-service or its equivalent. It must not be used repetitively to, in effect, constitute a fleet time extension.
- 3.1.8 Extension of Short-Term Escalations. The 500 hour maximum time limit for an Escalation is usually sufficient for an operator to position and/or repair the affective Item. Occasionally, an operator cannot effectively accomplish the task within this time limit. After an in-depth review of this situation, an individual item may be extended beyond the 500 hour limit. In order to do this, an operator must submit justification to the ACAA maintenance inspector prior to approval. This extension remains in effect for a prescribed time limit unless the component or inspection is accomplished prior to the time limit.



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## Appendix I NIL (No Item Listed)

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No appendices in this document.



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