



## 1.9. PREDPOKLADANÝ ROZSAH PRÁCE ORGANIZÁCIE / ESTIMATED SCOPE OF WORK

CAI využíva svoje práva, ktoré sú dané bodom 145.A.75. Organizácia je oprávnená v súlade s výkladom organizácie vykonávať nasledujúcu údržbu:

- vykonávať údržbu ľubovoľného lietadla, ak má daný typ lietadla zapísaný v oprávnení, v mieste alebo miestach zapísaných v oprávnení vydanom príslušným úradom,
- vykonávať kdekoľvek údržbu ľubovoľného lietadla, ak má daný typ lietadla zapísaný v oprávnení a ak vznikne takáto potreba z dôvodu AOG lietadla, alebo nevyhnutnosti vykonať príležitostnú traťovú údržbu za predpokladu splnenia podmienok stanovených v tejto príručke,
- vydávať osvedčenia o uvoľnení do prevádzky po dokončení údržby podľa bodu 145.A.50,
- CAI definuje traťovú údržbu podľa AMC 145.A.10 ako akúkoľvek údržbu vykonávanú pred letom tak, aby sa zaistilo, že lietadlo bude spôsobilé zamýšľaný let uskutočniť.

CAI utilizes the rights that are given in point 145.A.75. The organization is entitled in accordance with the organization's exposition to perform the following maintenance:

- perform maintenance on any aircraft if the aircraft type is listed in the approval, on the site or sites listed in the approval issued by the competent authority,
- perform maintenance at any place on any aircraft if the aircraft type is listed in the approval and if there is such a need due to AOG or if it is necessary to perform occasional line maintenance provided that the conditions set out in this exposition are met,
- issue certificates of release to service on completion of maintenance in accordance with 145.A.50,
- CAI defines line maintenance according to AMC 145.A.10 as any maintenance performed before flight to ensure that the aircraft is airworthy for an intended flight.

### Rozsah údržby/ Scope of Work

Rating	TC HOLDER	AIRCRAFT MODEL	MAINTENANCE Level <i>The maintenance checks/tasks according to the naming as referenced in TC Holder data (e.g. MRB/MPD).</i>	Base	Line
<b>BOEING</b>					
A1	The BOEING COMPANY	B737-300/400/500 (CFM56) B737-600/700/800/900 (CFM56)	<b>DAILY CHECK</b> Defect rectification and T/S	No	YES
A1	The BOEING COMPANY	B737-300/400/500 (CFM56) B737-600/700/800/900 (CFM56)	<b>WEEKLY CHECK</b> Defect rectification and T/S	No	YES
A1	The BOEING COMPANY	B737-300/400/500 (CFM56)	<b>250 FH CHECK /</b> (A),(A+2A),(A+2A+4A),(A+2A+4A+8A)	No	YES
A1	The BOEING COMPANY	B737-600/700/800/900 (CFM56)	<b>500 FH / 600 FH CHECK / MONTHLY INSPECTION</b> A - CHECK or M-CHECK, B1- CHECK / 6 MONTH INSPECTION	No	YES
A1	The BOEING COMPANY	B737-300/400/500 (CFM56) B737-600/700/800/900 (CFM56)	<b>Minor repairs or "temporary repairs" *</b> <b>Simple Modifications**</b>	No	YES
<b>AIRBUS</b>					
A1	AIRBUS	Airbus A318/319/320/321 (CFM56) Airbus A319/320/321 (IAE V2500)	<b>DAILY CHECK</b> Defect rectification and T/S	No	YES
A1	AIRBUS	Airbus A318/319/320/321 (CFM56) Airbus A319/320/321 (IAE V2500)	<b>WEEKLY CHECK</b> Defect rectification and T/S	No	YES
A1	AIRBUS	Airbus A318/319/320/321 (CFM56) Airbus A319/320/321 (IAE V2500)	<b>121 Days, 182 Days, 750 FH,</b> <b>1000 FH, 4MO,</b> <b>750 FC Tasks</b>	No	YES
A1	AIRBUS	Airbus A318/319/320/321 (CFM56) Airbus A319/320/321 (IAE V2500)	<b>Minor repairs or "temporary repairs" *</b> <b>Simple Modifications**</b>	No	YES



**CONSOLIDATED AEROSPACE INDUSTRIES S.R.O.**  
Maintenance Organisation Exposition

Rating	TC HOLDER	AIRCRAFT MODEL	MAINTENANCE Level <small>The maintenance checks/tasks according the naming as referenced in TC Holder data (e.g. MRB/MPD).</small>	Base	Line
<b>ATR</b>					
A1	ATR-GIE Avions de Transport Regional	ATR 42-200/300 series (PWC PW 120)	<b>DAILY CHECK</b> Defect rectification and T/S	No	YES
A1	ATR-GIE Avions de Transport Regional	ATR 42-200/300 series (PWC PW 120)	<b>WEEKLY CHECK</b> Defect rectification and T/S	No	YES
A1	ATR-GIE Avions de Transport Regional	ATR 42-400/500/72-212A (PWC PW120)	<b>DAILY CHECK</b> Defect rectification and T/S	No	YES
A1	ATR-GIE Avions de Transport Regional	ATR 42-400/500/72-212A (PWC PW120)	<b>WEEKLY CHECK</b> Defect rectification and T/S	No	YES
A1	ATR-GIE Avions de Transport Regional	ATR 72-100/200 series (PWC PW 120)	<b>DAILY CHECK</b> Defect rectification and T/S	No	YES
A1	ATR-GIE Avions de Transport Regional	ATR 72-100/200 series (PWC PW 120)	<b>WEEKLY CHECK</b> Defect rectification and T/S	No	YES
A1	ATR-GIE Avions de Transport Regional	ATR 72-100/200 series (PWC PW 120)	<b>500 FH CHECK</b>	No	YES

\* **Minor repairs or "temporary repairs"** only on secondary structures (as defined in the manufacturer's repair manual), not requiring:

<i>grinding primary structure</i>
<i>drilling primary structure</i>
<i>special visual inspection</i>
<i>capillary testing or other NDT methods</i>
<i>complex or time-consuming disassembly and assembly more parts from aircraft to create access to a modified aircraft component</i>
<i>special stands, jacks, tools and equipment for working in fuel tanks</i>
<i>Hangar or equipment for work in heights</i>
<i>Storage of large amounts of waste (15 liters of liquid and / or 1m<sup>3</sup> of solid waste) due to modification</i>

\*\* **Simple modifications not requiring:**

<i>removing a modified aircraft parts,</i>
<i>complex or time-consuming disassembly and assembly more parts from aircraft to create access to a modified aircraft component,</i>
<i>special stands, jacks, tools and equipment for working in fuel tanks,</i>
<i>Hangar or equipment for work in heights,</i>
<i>Storage of large amounts of waste (15 liters of liquid and / or 1m<sup>3</sup> of solid waste) due to modification</i>