AIRWORTHINESS ASSESSMENT REPORT (Supplement to LEASING APPLICATION FORMS)

Operator	
Aircraft	
Type of Lease Sought	

#	Item	Operator's Response (to be filled by the Applicant/ Lessee)	Remarks (S/NS/A) (to be completed by SCAA Inspector) **Legend:** S –Satisfactory NS–Not Satisfactory A–Additional information required
1	Who will be responsible for maintenance, maintenance control and aircraft records (log Books)		
2	Where will maintenance work be undertaken and are the facilities adequate and approved under a Certificate of Approval		
3	For maintenance personnel engaged to work on the aircraft:		
3.1	– What training will they receive and by who ***Note:*** *This must include training of personnel in the differences between the leased aircraft and the normal fleet aircraft and informing them of any special or particular arrangements that have been made under contract to cover maintenance during the period of the lease.*		
3.2	– How will they certify for the completed maintenance work		
3.3	– What system of maintenance, and system of certification will be used		
3.4	– What MEL will be used		
3.5	– If applicable has RVSM, RNP and EDTO requirements been addressed		
3.6	– How will defects be managed and rectified including those occurring at airports without maintenance support		
3.7	– How will the application for Airworthiness Directives (AD) Exclusion, System of Maintenance variations, Permissible Unserviceability approvals and Special Flight Permits be managed and by whom		
3.8	– What maintenance documentation including approved data manuals will be made available for use by the organisation and who will provide them and ensure currency including the AFM		
3.9	– Who will assess and control ADs and Service bulletins		
3.10	– Who will control the Weight and Balance currency and ensure the loading system is approved		

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3.11	– How will parts provisioning be managed and by whom		
3.12	– Is the leased aircraft subject to an aging aircraft maintenance programme or corrosion control programme? Where is this documented?		
3.13	– Has the leased aircraft been included in the lessee organisation's Maintenance Control Manual		
3.14	– Who will manage the reliability program		
3.15	– Who will attend reliability meetings and who will decide what action should be taken on adverse trends		
3.16	– How will maintenance communication be maintained between the Lessor and Lessee and who will be responsible to ensure this has been maintained		
3.17	– What considerations and arrangements have been made to assess the existing maintenance programme, as this programme may be based upon a different flight profile and usage than one flown by the second operator		
3.18	– What considerations have been made for extended life limited components and maintenance interval extensions which may not apply to an operator with a different operational and flight profile or operating environment.		
4	When leasing aircraft from another Azerbaijan AOC air operator significant maintenance aspects can be overlooked.		
5	Verify any special airworthiness matters that are subject to the lease conditions:		
5.1	– Are deviations from the manufacturer Maintenance Review Board (MRB) maintenance requirements permitted as a result of a reliability program determination or operational requirement which needs SCAA approval?		
5.2	– Is aircraft maintenance permitted to be carried out by overseas maintenance organisations?		

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5.3	– How will lease termination be handled with respect to aircraft continuing airworthiness? ***Note:*** *For Maintenance performed by foreign Maintenance Repair Organisations approved under AAR-145 and its certification. The lease agreement should limit this maintenance to one off occurrences only which shall not to be used as a permanent maintenance arrangement for scheduled maintenance.*		
Remarks:			
Date:	Signature of Airworthiness Inspector:_____ Name of Airworthiness Inspector:_____		