


<b>Irish Aviation Authority</b> The Times Building 11–12 D’Olier Street Dublin 2, Ireland <a href="http://www.iaa.ie">www.iaa.ie</a>  <b>Safety Regulation  Division</b>	<b>Údarás Eitlíochta  na hÉireann</b> Foirgneamh na hAmanna 11–12 Sráid D’Olier Baile Átha Cliath 2, Éire  <b>Rannán na Rialachán  Sábháilteachta</b>	AAM No. 10 Revision: 00 Date: 18.10.17	
--	--	--	---

## **Title: Aircraft Maintenance Programmes for ELA1 aircraft not used in Commercial Operations**

### **1. Introduction**

This AAM provides information to owners of aircraft which are categorised as ELA1 by EASA, regarding the aircraft maintenance programme (AMP) for the aircraft.

To standardise maintenance programmes for EASA regulated aircraft, a new Minimum Inspection Programme (MIP) has been introduced by EASA (M.A.302(h)). This is an amendment to the Part M regulation and applies to ELA1 aircraft not involved in Commercial Operations.

Owners can now choose to develop an AMP for their aircraft which does not require approval from the IAA. This is called a “Self-Declared AMP.” The owner may choose to base their AMP on EASA’s published MIP or the manufacturer’s recommendations. The AMP must not be less restrictive than the MIP.

It is anticipated that this change will be extended to other aircraft at a later date.

Owners wishing to continue to use the IAA approved AMP for their aircraft may continue to do so.

### **2. References**


This Advisory Memorandum supersedes and replaces Airworthiness Advisory Memorandum 02-15 R3.

### **3. Definition**

“ELA1 aircraft” means the following manned European light aircraft:

- (i) an aeroplane with a maximum take-off mass (MTOM) of 1 200 kg or less that is not classified as complex motor-powered aircraft;
- (ii) a sailplane or powered sailplane of 1 200 kg MTOM or less;
- (iii) a balloon with a maximum design lifting gas or hot air volume of not more than 3 400 m<sup>3</sup> for hot air balloons, 1 050 m<sup>3</sup> for gas balloons, 300 m<sup>3</sup> for tethered gas balloons;
- (iv) an airship designed for not more than four occupants and a maximum design lifting gas or hot air volume of not more than 3 400 m<sup>3</sup> for hot air airships and 1 000 m<sup>3</sup> for gas airships;

“Design Approval Holder” is the organisation with responsibility for the Type Design of the aircraft/engine/propeller/component or modification. Examples are Cessna, Lycoming, Slick and Petersen.

<b>Irish Aviation Authority</b> The Times Building 11–12 D’Olier Street Dublin 2, Ireland <a href="http://www.iaa.ie">www.iaa.ie</a>	<b>Údarás Eitlíochta na hÉireann</b> Foirgneamh na hAmanna 11–12 Sráid D’Olier Baile Átha Cliath 2, Éire	AAM No. 10 Revision: 00 Date: 18.10.17	
<b>Safety Regulation Division</b>	<b>Rannán na Rialachán Sábháilteachta</b>		

“Maintenance Programme” is intended to include scheduled maintenance tasks the associated procedures and standard maintenance practises.

“Commercial operation” shall mean any operation of an aircraft, in return for remuneration or other valuable consideration, which is available to the public or, when not made available to the public, which is performed under a contract between an operator and a customer, where the latter has no control over the operator.

#### **4. Aircraft Maintenance Programme**

The aircraft continuing airworthiness and serviceability of both operational and emergency equipment is ensured by compliance with an Aircraft Maintenance Programme (AMP). An aircraft should only be maintained to one approved maintenance programme at a given point in time. That AMP details all scheduled maintenance tasks to be performed on the aircraft. European regulations now give an option of a ‘Self-Declared AMP’ to owners of ELA1 aircraft not involved in Commercial Operations.

#### **Development of the AMP**

Under the revised regulation, an owner may develop an AMP for their aircraft, which does not require any approval from the IAA. The owner may decide to base the AMP on the manufacturer’s recommendations or the EASA published MIP. The AMP shall not be less restrictive than the MIP.


#### **Mandatory Maintenance Tasks**

The AMP must include all mandatory continuing airworthiness requirements, such as repetitive Airworthiness Directives, the Airworthiness Limitation Section (ALS) of the Instructions for Continued Airworthiness (ICA) or specific maintenance requirements contained in the Type Certificate Data Sheet (TCDS).

#### **Additional Maintenance Tasks to take into consideration**

The AMP must identify any additional tasks to be performed because of the specific aircraft type, aircraft configuration and type and specificity of operation. The following elements must be considered, as a minimum:

- Specific installed equipment and modifications of the aircraft.
- Repairs incorporated in the aircraft.
- Life Limited components and flight safety critical components.
- Maintenance recommendations, such as Time Between Overhaul (TBO) intervals, recommended through service bulletins, service letters, and other non-mandatory service information.
- Applicable operational directives/requirements related to the periodic inspection of certain equipment.
- Special operational approvals.
- Use of the aircraft and operational environment.
- Pilot-owner maintenance (if applicable).

<b>Irish Aviation Authority</b> The Times Building 11–12 D’Olier Street Dublin 2, Ireland <a href="http://www.iaa.ie">www.iaa.ie</a>  <b>Safety Regulation  Division</b>	<b>Údarás Eitlíochta  na hÉireann</b> Foirgneamh na hAmanna 11–12 Sráid D’Olier Baile Átha Cliath 2, Éire  <b>Rannán na Rialachán  Sábháilteachta</b>	AAM No. 10 Revision: 00 Date: 18.10.17	
--	--	--	---

The owner may choose to deviate from tasks or intervals contained in ‘additional maintenance tasks.’ The details of any deviation or omission must be included in the AMP. The owner may include alternative tasks to be performed instead of non-mandatory tasks, or omit a task completely. The owner, however, is fully responsible for any deviations from Design Approval Holder recommendations.

Deviations from DAH recommendations may invalidate warranty on the aircraft/component. The owner is not required to justify any deviation to the Authority or a CAMO.

### Declaration

For AMPs which are not approved by the IAA, the AMP must contain a signed statement where the owner declares that this is the AMP for the particular aircraft registration and that the owner is fully responsible for its contents and, in particular, for any deviations introduced as regards the Design Approval Holder recommendations.

### Template

EASA have provided a [template for the AMP](#) in the Acceptable Means of Compliance (AMC) to Part M. This is available in an editable format on the [IAA website](#).

Minimum Inspection Programmes for Aeroplanes, (Powered) Sailplanes and Balloons have also been published in the AMC. For ease of use an editable version of these documents are available on the IAA website. <https://www.iaa.ie/general-aviation/maintenance/aircraft-maintenance-programme-for-light-aircraft>

### Review of the AMP

The regulation requires that the AMP is reviewed annually by the person performing the Airworthiness Review or the Continuing Airworthiness Management Organisation (CAMO).

If the review shows discrepancies on the aircraft linked to deficiencies in the content of the maintenance programme, the person performing the review shall inform the IAA and the owner shall amend the maintenance programme as agreed with such competent authority.


As a minimum revisions of documents affecting the programme basis need to be considered for including in the AMP during the annual review. Applicable mandatory requirements for compliance with Part 21 should be incorporated into the AMP as soon as possible. e.g. Airworthiness Directives or Airworthiness Limitation Items.

The owner, who is responsible for the Self-Declared AMP, must ensure that the annual review is carried out. A checklist is provided in Appendix 2 to this AAM which may be used to document the review.

## 5 Informing the IAA

Owners must inform the IAA if they choose to transfer their aircraft to a Self-Declared AMP. Appendix I may be used to inform the IAA of this.

**Is there a Fee?** No, there is no fee for informing the IAA that the aircraft will be maintained on a Self-Declared AMP. There is also no fee for the cancellation of an approved AMP.

<b>Irish Aviation Authority</b> The Times Building 11-12 D'Olier Street Dublin 2, Ireland <a href="http://www.iaa.ie">www.iaa.ie</a>  <b>Safety Regulation  Division</b>	<b>Údarás Eitlíochta  na hÉireann</b> Foirgneamh na hAmanna 11-12 Sráid D'Olier Baile Átha Cliath 2, Éire  <b>Rannán na Rialachán  Sábháilteachta</b>	AAM No. 10 Revision: 00 Date: 18.10.17	
--	--	--	---

## Appendix 1 to AAM 10

### Transfer of Aircraft Maintenance Programme to Self-Declared AMP

Aircraft Registration	Type	Owner's name

To whom it may concern,

The aircraft, as detailed above, will be maintained to a Self-Declared Aircraft Maintenance programme in accordance with Part M M.A.302(h) from the date below.

I confirm that this aircraft is an ELA1 aircraft, as defined in Commission Regulation (EU) No. 1321/2014. See Section 2 of this AAM for guidance.

Please cancel the currently approved AMP for this aircraft (or remove this registration, in the case where it is listed on a combined AMP) AMP Number: MS-GA-\_\_\_\_\_.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Print Name: \_\_\_\_\_

Position: \_\_\_\_\_ (if signing on behalf of a company/club/group)

#### Documents to be included

- Self-Declared AMP signed declaration (page 3 of 5 of the [EASA AMP template](#)). Ensure that this page shows the aircraft registration on it.
- Flight Manual approval certificate, if applicable (a replacement certificate will be sent to you)

When the owner is also cancelling an approved AMP, please return;


- Cancelled Aircraft Maintenance Programme approval certificate

#### Contact Details

In the event that the IAA needs to contact you in relation to this, please provide a suitable contact email/phone number. Otherwise correspondence will be sent to the address of the registered owner.

(This information will not be shared with any other organisation, with the exception of the AAIU, if necessary)

**Submit this document to [arc@iaa.ie](mailto:arc@iaa.ie) or AWSD, Irish Aviation Authority, 11-12 D'Olier St., Dublin 2, Ireland.**

<b>Irish Aviation Authority</b> The Times Building 11-12 D'Olier Street Dublin 2, Ireland <a href="http://www.iaa.ie">www.iaa.ie</a>  <b>Safety Regulation  Division</b>	<b>Údarás Eitlíochta  na hÉireann</b> Foirgneamh na hAmanna 11-12 Sráid D'Olier Baile Átha Cliath 2, Éire  <b>Rannán na Rialachán  Sábháilteachta</b>	AAM No. 10 Revision: 00 Date: 18.10.17	
--	--	--	---

## Appendix 2 to AAM 10

Appendix 2 - Annual Review of AMP – Checklist (page 1 of 2)				
Date:		Programme revision status when reviewed:		
Reviewed by		Name:		
Task	Programme Ref	Prompt	Not OK	OK
1.	Block 1	Check Aircraft Registration, Type and Serial Number		
2.	Block 2 (a)	Check that the M.A.302 (b), (c), (c), (e) and (g) box, or the M.A.302(h) box is ticked		
3.	Block 2 (b)	For M.A.302(h) – check that one of the 3 options is ticked		
4.	Block 3	Check that the aircraft/balloon details included are correct. (N/A if using MIP)		
5.	Block 3	Check that the applicable data referenced is at the latest revision (N/A if using MIP)		
6.	Block 4	Check that maintenance related to specific equipment and modifications has been reviewed and noted as adopted/not-adopted/deviated from.		
7.	Block 4	Check that maintenance related to repairs implemented has been reviewed and noted as adopted/not-adopted/deviated from.		
8.	Block 4	Check that maintenance related to life-limited components has been reviewed and noted as adopted/not- adopted/deviated from.		
9.	Block 4	Check that maintenance related to Mandatory Continuing Airworthiness Information (ALI, CMR, TCDS) has been reviewed and included in the AMP.		
10.	Block 4	Check that maintenance related to repetitive Airworthiness Directives has been reviewed and included in the AMP.		
11.	Block 4	Check that maintenance related to specific operational/airspace directives/requirements has been reviewed and noted as adopted/not-adopted/deviated from.		
12.	Block 4	Check that maintenance related to operational approvals e.g. RVSM, MNPS, B-NAV, has been reviewed and included in the AMP.		
13.	Block 5	Check that an indication has been made in Block 5. If 'Yes', also review Appendix B.		
14.	Block 6	If the Pilot-Owner performs maintenance, check that this block is signed and contains the correct information.		
15.	Block 6	Check that the Pilot-Owner maintenance tasks do not exceed AMC to Appendix VIII to Part M.		
16.	Block 7	If this review results in any changes to the AMP, indicate the recommended/incorporated changes here.		
17.	Block 8	At each revision of the AMP, a summary of the revision must be entered here. Check that the revision control list is up to date.		

**Irish Aviation Authority**  
The Times Building  
11-12 D'Olier Street  
Dublin 2, Ireland  
[www.iaa.ie](http://www.iaa.ie)

**Safety Regulation  
Division**

**Údarás Eitlíochta  
na hÉireann**  
Foirgneamh na hAmanna  
11-12 Sráid D'Olier  
Baile Átha Cliath 2, Éire

**Rannán na Rialachán  
Sábháilteachta**

AAM No. 10  
Revision: 00  
Date: 18.10.17



<b>Appendix 2 - Annual Review of AMP – Checklist (page 2 of 2)</b>				
<b>Task</b>	<b>Ref</b>	<b>Prompt</b>	<b>Not OK</b>	<b>OK</b>
18.	<b>Block 9</b>	Check that the AMP is approved by one of the options (owner, CAMO or NAA)		
19.	<b>Block 10</b>	Check that this certification statement has been signed by the person/organisation responsible for the continuing airworthiness of the aircraft.		
20.	<b>Block 11</b>	Check that appendices are available for each Yes box ticked.		
21.	<b>AMC M.A.302(h)</b>	Consider the results of the maintenance performed during the year, they may reveal that the AMP is not adequate.		
22.	<b>AMC M.A.302(h)</b>	Consider the results of the Airworthiness Review performed, it may reveal that the AMP is not adequate.		
23.	<b>Appendix A</b>	Check content of MIP to ensure it isn't less than EASA MIP.		
24.	<b>Appendix B</b>	Check that any maintenance related to specific equipment and modifications, where being adopted, are included here		
25.	<b>Appendix B</b>	Check that any maintenance related to repairs, where being adopted, are included here		
26.	<b>Appendix B</b>	Check that any maintenance related to life-limited components, where being adopted, are included here		
27.	<b>Appendix B</b>	Check that any maintenance related to Mandatory Continuing Airworthiness Instructions (ALI, CMR, TCDS) are included here		
28.	<b>Appendix B</b>	Check that any maintenance related to repetitive Airworthiness Directives are included here		
29.	<b>Appendix B</b>	Check that any maintenance related to specific operational/airspace directives/requirements are included here		
30.	<b>Appendix B</b>	Check that any maintenance related to the type of operation or operational approval are included here		
31.	<b>Appendix B</b>	Check that all maintenance recommendations reviewed are listed here, including an indication whether they are adopted, not adopted or adopted with deviations		
32.	<b>Appendix B</b>	Check that no Pilot-owner tasks listed here exceeds what is allowed in AMC to Appendix VIII to Part M, unless an AMOC is in place from the NAA.		
<p>If the review shows <u>discrepancies on the aircraft</u> linked to deficiencies in the content of the AMP, the person performing the review shall inform the IAA and the owner shall amend the AMP as agreed with the IAA. If the review shows deficiencies in the AMP, inform the owner. Attached documentary evidence of what discrepancies on the aircraft or deficiencies in the AMP were noted.</p>				
<b>Signature:</b>			<b>Date:</b>	