


Irish Aviation Authority The Times Building 11–12 D'Olier Street Dublin 2, Ireland www.iaa.ie	Údarás Eitlíochta na hÉireann Foirgneamh na hAmanna 11–12 Sráid D'Olier Baile Átha Cliath 2, Éire	AAM No. 10 Revision: 02 Date: 24.03.2020	
Safety Regulation Division	Rannán na Rialachán Sábháilteachta		

Title: Aircraft Maintenance Programmes for aircraft subject to EASA Part ML

Advisory Memoranda are provided for information purposes only and must not be misconstrued as formally adopted Acceptable Means of Compliance (AMC) or as Guidance Material (GM).

1. Part ML regulations

This AAM provides information to owners of aircraft which are subject to EASA Part ML regulations. These are aircraft, as defined below, and not listed in the Air Operator Certificate (AOC) of an air carrier licensed in accordance with Regulation (EC) No 1008/2008

- (1) Aeroplanes of 2,730kg maximum take-off mass (MTOM) or less;
- (2) Rotorcraft of 1,200kg MTOM or less, certified for a maximum of up to 4 occupants;
- (3) Other ELA2 aircraft e.g. sailplanes/balloons.

The Irish Aviation Authority may not approve Aircraft Maintenance Programmes (AMP) for aircraft subject to Part ML.

The AMP and any subsequent amendments thereto shall be, alternatively:

- (1) declared by the owner in accordance with point (c)(7) of point ML.A.302, where the continuing airworthiness of the aircraft is not managed by a CAMO or CAO;
- (2) approved by the CAMO or CAO responsible for managing the continuing airworthiness of the aircraft.

2. References

This Advisory Memorandum supersedes and replaces Airworthiness Advisory Memorandum No. 10 Revision 01.

3. Definition

“CAO” Combined Airworthiness Organisation

“CAMO” Continuing Airworthiness Management Organisation


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

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

4. Development of the Aircraft Maintenance Programme iaw EASA Part ML.A.302

The aircraft continuing airworthiness and serviceability of both operational and emergency equipment is ensured by compliance with an AMP. An aircraft may only be maintained to one AMP at a given point in time. That AMP details all scheduled maintenance tasks to be performed on the aircraft.

When the aircraft is not managed by a CAMO or CAO, owners can now choose to develop an AMP for their aircraft. This is called a “Self-Declared Maintenance Programme” or SDMP.

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Alternatively, when managed by a CAMO or CAO, the organisation managing the aircraft may develop the AMP.

The AMP may be based on EASA's published Minimum Inspection Programme (MIP) or the Design Approval Holder's recommendations/Instructions for Continued Airworthiness. The AMP must 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) sometimes called "Airworthiness Limitation Items" (ALI), or specific maintenance requirements contained in the Type Certificate Data Sheet (TCDS).

Additional Instructions for Continued Airworthiness to be taken into consideration


The AMP must identify any additional tasks or Instructions for Continued Airworthiness 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).

The owner/CAMO/CAO may choose to deviate from tasks or intervals contained in additional Instructions for Continued Airworthiness. Examples include Cessna SIDs and Robinson R44 12 Year Inspection per M.M. para 2.600. The details of any deviation or omission must be included in the AMP. The AMP may include alternative tasks to be performed instead of non-mandatory tasks or omit a task completely.

In a SDMP, the owner is fully responsible for any deviations from DAH Instructions for Continued Airworthiness. For CAMO/CAO approved AMPs, the CAMO/CAO must provide a copy of the justifications for any deviations from the DAH's recommendations to the owner.

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/CAO.

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Declaration

- a. When declared by the owner, the AMP shall contain a signed statement by which the owner declares that this is the AMP for the particular aircraft registration and that she/he is fully responsible for its content and, in particular, for any deviations from the DAH's recommendations.
- b. When approved by the CAMO or CAO, the AMP shall be signed by this organisation, which shall retain records with the justification for any deviation introduced to the DAH's recommendations.

Template

EASA has 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>.

No MIP has been published by EASA for rotorcraft, so the owner/CAMO/CAO must review the DAH's ICA to develop an appropriate AMP.

Review of the AMP

The regulation requires that the AMP is reviewed annually in order to assess its effectiveness. This review may be performed by the person performing the Airworthiness Review or the CAMO/CAO managing the aircraft.

If the review shows discrepancies on the aircraft linked to deficiencies in the content of the AMP, the AMP shall be amended accordingly.


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

AMPs previously approved by the IAA shall remain approved until amended or cancelled. Owners/ CAMOs/ CAOs must inform the IAA if they wish to cancel a previously approved AMP and transfer to a SDMP or a CAMO/CAO approved 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 of the cancellation of an approved AMP.

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Appendix 1 to AAM 10

Cancellation of approved Aircraft Maintenance Programme

Aircraft Registration	Type	Owner/CAMO/CAO name

To whom it may concern,

The aircraft, as detailed above, is subject to EASA Part ML.

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


- Flight Manual approval certificate, if applicable (a replacement certificate will be sent to you)
- 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 awsd@iaa.ie or AWSD, Irish Aviation Authority, 11-12 D'Olier St., Dublin 2, Ireland.


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Appendix 2 to AAM 10

When reviewing the effectiveness of the AMP, the AR staff (or the CAMO/CAO staff if the review of the AMP is not performed in conjunction with an AR) may need to review the maintenance carried out during the last 12 months, including unscheduled maintenance. To this end, he or she should receive the records of all the maintenance performed during that year from the owner/CAMO/CAO.

When reviewing the results of the maintenance performed during that year and the results of the AR, attention should be paid as to whether the defects found could have been prevented by introducing in the maintenance programme certain DAH's recommendations, which were initially disregarded by the owner, CAMO or CAO.


Appendix 2 - Annual Review of AMP – Checklist for use with EASA template (page 1 of 3)				
Date:		AMP Reference: (include registration)		
Reviewed by (Name):				
Task	Programme Ref.	Prompt	Not OK	OK
1.	Block 1	Check Aircraft Registration, Type and Serial Number are correct and the Owner's name is correct.		
2.	Block 2	Check that the correct Basis for the Maintenance Programme is selected		
3.	Block 3	Check that the applicable data referenced is correct (no requirement to include the revision) (N/A if using MIP)		
4.	Block 4	Check that maintenance due to specific equipment and modifications has been reviewed and noted as adopted/not- adopted/deviated from.		
5.	Block 4	Check that maintenance due to repairs implemented has been reviewed and noted as adopted/not-adopted/deviated from.		
6.	Block 4	Check that maintenance due to life-limited components has been reviewed and noted as adopted/not- adopted/deviated from.		
7.	Block 4	Check that maintenance due to Mandatory Continuing Airworthiness Information (ALI, CMR, TCDS) has been reviewed and included in the AMP.		
8.	Block 4	Check that maintenance due to maintenance recommendations such as TBO intervals, issued through SBs, SLs and other non-mandatory service information has been reviewed and noted as adopted/not-adopted/deviated from.		
9.	Block 4	Check that maintenance related to repetitive Airworthiness Directives has been reviewed and included in the AMP.		
10.	Block 4	Check that maintenance related to specific operational/airspace directives/requirements has been reviewed and noted as adopted/not-adopted/deviated from.		

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Appendix 2 - Annual Review of AMP – Checklist

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Task	Ref	Prompt	Not OK	Task
11.	Block 4	Check that maintenance related to operational approvals has been reviewed and included in the AMP.		
12.	Block 5	Check that an indication has been made in Block 5. If 'Yes', also review Appendix C.		
13.	Block 6	If the Pilot-Owner performs maintenance, check that this block is signed and contains the correct information.		
14.	Block 7	Check that the AMP is either Self-Declared by the owner or approved by the CAMO/CAO.		
15.	Block 8	Check that the AMP is certified in this block by the owner or CAMO/CAO		
16.	Block 9	Check that appendices are available for each Yes box ticked.		
17.	AMC ML.A.302(c)(9)	Consider the results of the maintenance performed during the year, they may reveal that the AMP is not adequate.		
18.	AMC ML.A.302(c)(9)	Consider the results of the Airworthiness Review performed, it may reveal that the AMP is not adequate.		
19.	AMC ML.A.302(c)(9)	Consider revisions introduced on the documents affecting the programme basis, such as the ML.A.302(d) MIP or the DAH's data.		
20.	AMC ML.A.302(c)(9)	Consider changes in the aircraft configuration, and type and specificity of operation		
21.	AMC ML.A.302(c)(9)	Consider changes in the list of pilot-owners		
22.	AMC ML.A.302(c)(9)	Consider applicable mandatory requirements for compliance with Part 21 such as airworthiness directives (Ads), airworthiness limitations, certification maintenance requirements and specific maintenance requirements contained in the type certificate data sheet (TCDS)		
23.	Appendix A	Check content of MIP to ensure it isn't less than EASA MIP.		
24.	Appendix B	Check that any maintenance due to specific equipment and modifications, where being adopted, are included here		
25.	Appendix B	Check that any maintenance due to repairs, where being adopted, are included here		
26.	Appendix B	Check that any maintenance due to life-limited components, where being adopted, are included here		
27.	Appendix B	Check that any maintenance due to maintenance recommendations, where being adopted, are included here		

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Appendix 2 - Annual Review of AMP – Checklist

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Task	Ref	Prompt	Not OK	OK
28.	Appendix B	Check that any maintenance due to Mandatory Continuing Airworthiness Instructions (ALI, CMR, TCDS) are included		
29.	Appendix B	Check that any maintenance related to repetitive Airworthiness Directives are included here		
30.	Appendix B	Check that any maintenance related to specific operational/airspace directives/requirements are included here		
31.	Appendix B	Check that any maintenance related to the type of operation or operational approval are included here		
32.	Appendix B	Check that all maintenance recommendations reviewed are listed here, including an indication whether they are adopted, not adopted or adopted with deviations		
33.	Appendix C	If being used, check that the alternative tasks are not less restrictive than the MIP		
34.	Appendix C	If being used, check that the alternative tasks against their source.		

If the review shows discrepancies on the aircraft linked to deficiencies in the content of the AMP, the AMP shall be amended accordingly.

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.

Signature:

Date: