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| **Part-ML aircraft maintenance programme (AMP) based on DAH´s ICA** | | | | | | | |
| **Aircraft identification** | | | | | | | |
| 1 | Registration(s): | | Type: | Serial no(s): | | | |
| Owner´s name, address and contact information: | | | | | | |
| **Aircraft maintenance programme (AMP)** | | | | | | | |
| 2 | Name of the AMP: | | | | Revision level of the AMP: | | |
|  | Date of the revision: | | | | Type certificate data sheet (TCDS): | | |
| **Design approval holder (DAH)**  **instructions for continuing airworthiness (ICA)** | | | | | | | |
| 3 | **For aircraft other than balloons:** | Equipment manufacturer and type | | | Applicable ICA reference (revision/date not required assuming the latest revision will always be used) | | |
| 3a | Aircraft (other than balloons) |  | | |  | | |
| 3b | Engine (if applicable) |  | | |  | | |
| 3c | Propeller (if applicable) |  | | |  | | |
|  | **For balloons:** | | | | | | |
| 3d | Envelope (only for balloons) |  | | |  | | |
| 3e | Basket(s) (only for balloons) |  | | |  | | |
|  | | |  | | |
| 3f | Burner(s) (only for balloons) |  | | |  | | |
|  | | |  | | |
| 3g | Fuel cylinders (only for  balloons) |  | | |  | | |
|  | | |  | | |
| **Additional maintenance requirements to the DAH’ ICA** | | | | | | | |
| 4 | Indicate if any of the following types of repetitive maintenance are included in the AMP  (when replying ‘YES’, list the specific requirements in Appendix A) | | | | | Yes | No |
| Maintenance due to specific equipment and modifications | | | | |  |  |
| Maintenance due to repairs | | | | |  |  |
| Maintenance due to life-limited components (this should be only if the MIP is used.  Otherwise, this data is already part of the DAH’s data used as a basis for the AMP.) | | | | |  |  |
| Maintenance due to mandatory continuing airworthiness information (airworthiness limitations (ALIs), certification maintenance requirements (CMRs), specific requirements in the TCDS, etc.) | | | | |  |  |
| Maintenance recommendations, such as time between overhaul (TBO) intervals, issued  through service bulletins, service letters, and other non-mandatory service information | | | | |  |  |
| Maintenance due to repetitive ADs | | | | |  |  |
| Maintenance due to specific operational/airspace directives/requirements (altimeter, compass, transponder, etc.) | | | | |  |  |
| Maintenance due to the type of operation or operational approvals | | | | |  |  |
| Other | | | | |  |  |
| **Maintenance tasks alternative to the DAH’s ICA (not less restrictive than the MIP)** | | | | | | | |
| 5 | Indicate if there is any maintenance task alternative to the DAH’s ICA (when ‘YES’, list the  specific alternative maintenance tasks in Appendix B) | | | | | Yes | No |

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| **Pilot-owner maintenance (only for balloons not operated under Subpart-ADD, or sailplanes not operated under Subpart-DEC, or other aircraft operated under Part-NCO)**  **Remark: pilot-owner maintenance is not allowed for aircraft operated by a commercial ATO/DTO** | | | | | | | |
| 6 | Does the pilot-owner perform pilot-owner maintenance (ref. ML.A.803)?  NOTE: In case of jointly owned aircraft, list the information of all authorized pilot-owners to Appendix C. | | | | Yes | No | |
| If yes, enter the information of the pilot-owner(s) authorised to perform such maintenance: | | | | | | |
| Pilot-owner name: | Licence number: | | | | | |
| Signature: | Date: | | | | | |
| **Approval/declaration of the maintenance programme** | | | | | | | |
| 7 | **Declaration by the owner:**  **‘I hereby declare that this is the maintenance programme applicable to the aircraft referred to in block 1, and I am fully responsible for its content and, in particular, for any alternatives tasks to the DAH’s data.’** | | | Name and signature: | | | |
| Date: | | | |
| **Certification statement** | | | | | | | |
| 8 | ‘I will ensure that the aircraft is maintained in accordance with this maintenance programme and that the maintenance programme will be reviewed and updated as required.’  Signed by the person/organization responsible for the continuing airworthiness of the aircraft according to ML.A.201: | | | | | |
| Name of owner/lessee/operator: | | Signature/Date: | | | |
| Address and contact information: | | | | | |
| 9 | Appendices attached: | | | | Yes | No |
| Appendix A — Additional maintenance requirements | | | |  |  |
| Appendix B — Maintenance tasks alternative to the DAH’s ICA | | | |  |  |
| Appendix C — List of pilot-owners authorized to perform maintenance tasks | | | |  |  |
| Appendix D — Additional information | | | |  |  |

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| **Appendix A — Additional maintenance requirements**  **(include only if necessary — see Section 4 above)** | | |
| *This appendix is supposed to include only the tasks which are included in the AMP, either at the recommended interval or at a different one. (The person performing the AR, if reviewing the AMP, is not responsible for the completeness of this appendix, but may do some sampling as part of the investigations and the findings discovered during the physical review).* | | |
| Task description | References | Interval |

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|  |  | (tick box if the selected interval differs from that required in the  referenced document) |
| **Maintenance due to specific equipment and modifications** | | |
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|  |  |  |
| **Maintenance due to repairs** | | |
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| **Maintenance due to life-limited components (This should be only if the MIP is used. Otherwise, this data is**  **already part of the DAH’s data used as the basis for the AMP.)** | | |
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| **Maintenance due to mandatory continuing airworthiness instructions (ALIs, CMRs, specific requirements**  **in the TCDS, etc.)** | | |
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| **Maintenance recommendations, such as TBO intervals, issued through service bulletins, service letters, and other non-mandatory service information** | | |
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| Emergency locator transmitters and  personal locator beacon — annual testing | EASA SIB 2019-09 | 1 Year |
| (if not using MIP or equivalent ICA task) Transponder test | EASA SIB 2011-15 | 2 Years |
| **Maintenance due to repetitive ADs** | | |
|  |  |  |
|  |  |  |
| **Maintenance due to specific operational/airspace directives/requirements (altimeter, compass,**  **transponder, etc.)** | | |
|  |  |  |
|  |  |  |
| **Maintenance due to the type of operation or operational approvals** | | |
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| **Other** | | |
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| **Appendix B — Maintenance tasks alternative to the DAH’s ICA (not less restrictive than the MIP)**  **(include only if necessary — see Sections 5 above)** | | | |
| *When the DAH’s ICA are used as the basis for the AMP, this appendix is used to include the tasks alternative to the DAH’s ICA, which are included in the AMP.*  *(When a CAMO/CAO is contracted, all elements justifying the deviations from the DAH’s ICA should be kept*  *by the CAMO/CAO and the organisation should provide a copy of these justifications to the owner)* | | | |
| Task description | Recommended interval | Alternative inspection/task | Amended interval |

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| **Appendix C — List of pilot-owners authorized to perform maintenance tasks (if more than one)**  **(include only if necessary — see Sections 6 above)** | | | |
| Name of pilot-owner | Licence number | Signature | Date |
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*This appendix may optionally be used to provide additional information, such as the complete list of AMP tasks or the list of documents (e.g. service bulletins) considered during the development of the AMP.*

**Appendix D — Additional information (optional)**