

## AMC2 ML.A.302 Aircraft maintenance programme

### EASA FORM AMP

The following EASA Form AMP may be used to produce the AMP:

Part-ML aircraft maintenance programme (AMP)			
Aircraft identification			
1	Registration(s):	Type:	Serial no(s):
	Owner:		
Basis for the maintenance programme			
2	Design approval holder (DAH) instructions for continued airworthiness (ICA) <input type="checkbox"/>	Minimum inspection programme (MIP) as detailed in the latest revision of AMC1 ML.A.302(d) <input type="checkbox"/> Other MIP complying with ML.A.302(d) <input type="checkbox"/> (List the tasks in Appendix A)	
Design approval holder (DAH) instructions for continuing airworthiness (ICA)			
3	Equipment manufacturer and type	Applicable ICA reference (revision/date not required assuming the latest revision will always be used)	
For aircraft other than balloons			
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 or to the MIP (applicable to all AMPs)			
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 B)	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		
<b>Maintenance tasks alternative to the DAH's ICA (not less restrictive than the MIP)</b>			
5	Indicate if there is any maintenance task alternative to the DAH's ICA (when 'YES', list the specific alternative maintenance tasks in Appendix C)	Yes	No
<b>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)</b>			
Remark: pilot-owner maintenance is not allowed for aircraft operated by a commercial ATO/DTO			
6	<p><b>Does the pilot-owner perform pilot-owner maintenance (ref. ML.A.803)?</b></p> <p>If yes, enter the name of the pilot-owner(s) authorised to perform such maintenance:                      Pilot-owner name: (NOTE) _____ Licence number: (NOTE) _____                      Signature: _____ Date: _____</p> <p>NOTE: It is possible to refer to a list in the case of jointly owned aircraft.</p>	Yes	No
<b>Approval/declaration of the maintenance programme (select the appropriate option)</b>			
7	Declaration by the owner: <input type="checkbox"/>	Approval by the contracted CAMO/CAO: <input type="checkbox"/>	
	<p><i>'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.'</i></p> <p>Signature/name/date: _____</p>	<p>Approval reference no of the CAMO/CAO: _____</p> <p>Signature/name/date: _____</p>	
<b>Certification statement</b>			
8	<p><i>'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.'</i></p> <p>Signed by the person/organisation responsible for the continuing airworthiness of the aircraft according to ML.A.201:</p>		

	Owner/Lessee/operator <input type="checkbox"/> CAMO/CAO <input type="checkbox"/>  Name of owner/lessee/operator or CAMO/CAO approval number:  Address:  Telephone/fax:  Email:  Signature/date:
<b>9</b>	Appendices attached:  — Appendix A YES <input type="checkbox"/> NO <input type="checkbox"/> — Appendix B YES <input type="checkbox"/> NO <input type="checkbox"/> — Appendix C YES <input type="checkbox"/> NO <input type="checkbox"/> — Appendix D YES <input type="checkbox"/> NO <input type="checkbox"/>

<b>Appendix A — Minimum inspection programme (MIP)</b> (only applicable if a MIP different from the one described in AMC1 ML.A.302(d) is used — see Section 2 above)		
Detail the tasks and inspections contained in the MIP being used.		
<b>Appendix B — Additional maintenance requirements</b> (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.  (All repetitive maintenance tasks not included here, or the interval differences should be kept by the CAMO/CAO (when contracted) in their files with their corresponding justifications. Appendix D may optionally be used. Nevertheless, the owner/CAMO/CAO is responsible for taking into account all instructions, even if they are not adopted and listed here. 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).		
<b>Task description</b>	<b>References</b>	<b>Interval</b> (tick box if the selected interval differs from that required in the referenced document)
<b>Maintenance due to specific equipment and modifications</b>		
		<input type="checkbox"/>
		<input type="checkbox"/>
<b>Maintenance due to repairs</b>		
		<input type="checkbox"/>
		<input type="checkbox"/>

<b>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.)</b>			
			<input type="checkbox"/>
			<input type="checkbox"/>
<b>Maintenance due to mandatory continuing airworthiness instructions (ALLs, CMRs, specific requirements in the TCDS, etc.)</b>			
			<input type="checkbox"/>
			<input type="checkbox"/>
<b>Maintenance recommendations, such as TBO intervals, issued through service bulletins, service letters, and other non-mandatory service information</b>			
			<input type="checkbox"/>
Emergency locator transmitters and personal locator beacon — annual testing	<b>EASA SIB 2019-09</b>	1 Year	<input type="checkbox"/>
(if not using MIP or equivalent ICA task) Transponder test	<b>EASA SIB 2011-15</b>	2 Years	<input type="checkbox"/>
			<input type="checkbox"/>
<b>Maintenance due to repetitive ADs</b>			
			<input type="checkbox"/>
			<input type="checkbox"/>
<b>Maintenance due to specific operational/airspace directives/requirements (altimeter, compass, transponder, etc.)</b>			
			<input type="checkbox"/>
			<input type="checkbox"/>
<b>Maintenance due to the type of operation or operational approvals</b>			
			<input type="checkbox"/>
			<input type="checkbox"/>
<b>Other</b>			
			<input type="checkbox"/>
			<input type="checkbox"/>

<b>Appendix C — Maintenance tasks alternative to the DAH's ICA (not less restrictive than the MIP)</b> <i>(include only if necessary — see Sections 5 above)</i>			
<b>Task description</b>	<b>Recommended interval</b>	<b>Alternative inspection/task</b>	<b>Amended interval</b>
<i>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.</i>			
<i>(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)</i>			

<b>Appendix D — Additional information (optional)</b>			
<i>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.</i>			

EASA Form AMP, Issue 1

## GM1 ML.A.302 Aircraft maintenance programme

The responsibilities associated with maintenance programmes developed in accordance with ML.A.302 are the following:

- (a) If the owner has contracted a CAMO or CAO in order to manage the continuing airworthiness of the aircraft, this organisation is responsible for developing and approving a maintenance programme which:
  - (1) indicates whether this programme is based on data from the DAH or on the MIP described in ML.A.302(d);
  - (2) identifies the owner and the specific aircraft, engine, and propeller (as applicable);
  - (3) includes all mandatory continuing airworthiness information and any additional tasks derived from the assessment of the DAH's instructions;
  - (4) justifies any deviations from the DAH's instructions; when the DAH's instructions are the basis for the AMP development, these deviations should not fall below the requirements of the MIP; and
  - (5) is customised to the particular aircraft type, configuration and operation, in accordance with ML.A.302(c)(5).
- (b) If the owner has not contracted a CAMO or CAO in order to manage the continuing airworthiness of the aircraft, then the owner is responsible for developing and declaring the maintenance programme, assuming full responsibility for its content, and for any deviations from the DAH's instructions (ref. ML.A.201(f) and ML.A.302(c)(7)) and the possible consequences of such deviations. In this case, these deviations do not need to be justified, but are to be identified in the AMP. However, the maintenance programme still needs to comply with the requirements contained in ML.A.302(c), in particular with the obligation to not fall below the requirements of the MIP and to comply with the mandatory continuing airworthiness information.
- (c) The content of the owner-declared maintenance programme cannot be challenged up front either by the competent authority or by the contracted maintenance organisation. This declared maintenance programme is the basis for adequate planning of maintenance, as well as for the ARs and the aircraft continuing airworthiness monitoring (ACAM) inspections in