|  |
| --- |
| **Part-ML aircraft maintenance programme (AMP) based on minimum inspection programme (MIP)** |
| **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: | Minimum inspection programme (MIP) as detailed in the latest revision of AMC1 ML.A.302(d) Other MIP complying with ML.A.302(d) **(List the tasks in Appendix A)** |
|  | Date of the revision: | Type certificate data sheet (TCDS): |
| **Additional maintenance requirements to the MIP** |
| 3 | 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, issuedthrough 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 |  |  |

|  |
| --- |
| **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** |
| 4 | 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) authorized to perform such maintenance:  |
| Pilot-owner name: | Licence number: |
| Signature: | Date: |
| **Approval/declaration of the maintenance programme** |
| 5 | **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** |
| 6 | ‘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: |
| 7 | Appendices attached: | Yes | No |
| Appendix A — Minimum inspection programme |  |  |
| Appendix B — Additional maintenance requirements |  |  |
| Appendix C — List of pilot-owners authorized to perform maintenance tasks |  |  |
| Appendix D — Additional information |  |  |

*Detail the tasks and inspections contained in the MIP being used.*

**Appendix A — Minimum inspection programme (MIP)**

**(only applicable if a MIP different from the one described in AMC1 ML.A.302(d) is used — see Section 2 above)**

|  |
| --- |
| **Appendix B — Additional maintenance requirements****(include only if necessary — see Section 3 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 |

|  |  |  |
| --- | --- | --- |
|  |  | (tick box if the selected interval differs from that required in thereferenced document) |
| **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 the basis for the AMP.)** |
|  |  |  |
|  |  |  |
| **Maintenance due to mandatory continuing airworthiness instructions (ALIs, CMRs, specific requirements****in the TCDS, etc.)** |
|  |  |  |
|  |  |  |
| **Maintenance recommendations, such as TBO intervals, issued through service bulletins, service letters, and other non-mandatory service information** |
|  |  |  |
| Emergency locator transmitters andpersonal 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** |
|  |  |  |
|  |  |  |
| **Other** |
|  |  |  |
|  |  |  |

|  |
| --- |
| **Appendix C — List of pilot-owners authorized to perform maintenance tasks (if more than one)****(include only if necessary — see Sections 4 above)** |
| Name of pilot-owner | Licence number | Signature | Date |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |

*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)**