European Union Aviation Safety Agency

Maintenance

Maintenance for each type of aircraft/operation

Answer

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			MAINTENANCE
Commercial operations	Licenced air carriers [1]		Maintenance to be performed by Part-145 organisations
	Commercial specialised operations or CAT other than licenced air carriers or commercial ATOs	Complex motor-powered aircraft [2]	Maintenance to be performed by Part-145 organisations
		Other than complex motor-powered aircraft (CMPA)	Maintenance to be performed by: Part-M Subpart-F organisations; or, Part-145 organisations.
	CMPA		Maintenance to be performed by part-145 organisations

Other than commercial operations	Other than CMPA and limited operations [3]	Maintenance may be performed by: Part-145 organisations, Part-M Subpart-F organisations, Independent certifying staff, or, Pilot-owner maintenance [4]

[1] Licensed air carriers are EU air carriers holding an operating licence in accordance with Regulation (EC) 1008/2008

[2] Twin turboprop aeroplanes of 5 700 kg MTOM and below can be exempted by the Member State from complying with any requirements applicable to CMPA and shall instead comply with the requirements applicable to other than CMPA.

[3] Limited operations are defined in Regulation (EU) 1312/2014 Article 2(p)

[4] Only limited to non-CMPA of 2730 kg MTOM and below

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What are the alleviations introduced by M.A.302(h) on the maintenance programme for General Aviation?

Answer

In accordance with M.A.302(h), **for ELA1 aircraft not involved in commercial operation**, the owner, whether he has contracted a CAMO or not [see M.A.201(i)], has the option not to submit the Aircraft Maintenance Programme (AMP) to the competent authority for approval, but instead ‘declare’ an AMP, subject to compliance with the conditions described therein. In this respect, the owner may decide to deviate from the applicable scheduled maintenance recommendations (see also remark below) without the need to justify such deviation(s), **but under his/her full responsibility**. Such declared AMP does not need to be sent to the

competent authority.

In this scenario though, the declared AMP **shall not be less restrictive** than the 'Minimum Inspection Programme' (MIP) referred to in point M.A.302(i).

In addition, such declared AMP shall be reviewed annually and this review can be done either by the person who performs the airworthiness review, during the accomplishment of the airworthiness review, or by a CAMO if contracted to manage the continuing airworthiness of the aircraft [see M.A.302(h)5].

Besides, if during the airworthiness review it is observed that there are discrepancies on the aircraft linked to deficiencies in the content of the maintenance programme, the competent authority shall be informed and the AMP amended.

Remarks:

1. In accordance with M.A.302 and in particular M.A.302(h)(3), the AMP, declared or approved, shall in all cases include all the mandatory maintenance/continuing airworthiness requirements, such as repetitive Airworthiness Directives or the Airworthiness Limitation Section (ALS).
2. In accordance with Part-M Appendix VIII point (b)(9), the tasks that are part of the annual or 100h check contained in the 'Minimum Inspection Programme' do not qualify for pilot-owner maintenance referred to in M.A.803.

References:
Please refer also to AMC M.A.302(e) (maintenance programme template), AMC M.A.302(h), GM M.A.302(h) and AMC M.A.302(i) (content of MIP).

Please refer to Article 2 (point k) of Regulation (EU) 1321/2014 for the definition of ELA1.

Please refer to Article 3 (point i) of Regulation (EU) 216/2008 (Basic Regulation) for the definition of commercial operation.

More information on Maintenance

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