

Guidance for implementing Self-Declared Maintenance Programmes for use with ELA1 aircraft

Introduction

Self-Declared Maintenance Programmes (SDMP) were introduced for ELA1 aircraft not involved in Commercial Operations when the Part M regulation was amended. As a result of this move to EC regulations the generic UK Light Aircraft Maintenance Programme (LAMP) ended in September 2016.

Owners who had been using LAMP for **ELA 1 aircraft operated privately** needed to transfer to a SDMP before **31 May 2018**.

Owners, CAMO, maintenance companies and authorised certifying staff need to make sure aircraft have been transferred to a Part M compliant programme. Aircraft that were not transferred before 31 May 2018 no longer carry a valid Certificate of Airworthiness and cannot be flown.

An ELA1 aircraft is:

- an aeroplane with an MTOM of 1,200 kg or less that is not classified as a complex motor-powered aircraft;
- a sailplane or powered sailplane of 1,200 kg MTOM or less
- a balloon with a maximum design lifting gas or hot air volume of not more than 3,400 m³ for hot air balloons, 1,050 m³ for gas balloons, 300 m³ for tethered gas balloons;
- an airship designed for not more than four occupants and a maximum design lifting gas or hot air volume of not more than 3,400 m³ for hot air airships and 1,000 m³ for gas airships.

The Aircraft Maintenance Programme



The continuing airworthiness and serviceability of the airframe, engine and propeller, plus both operational and emergency equipment, is ensured by compliance with an Aircraft Maintenance Programme (AMP). An aircraft can only be maintained to **one approved programme** at any time and the AMP details all the scheduled maintenance tasks.

Development of the AMP



Under the revised regulation, an owner may develop an AMP for their aircraft that does not require an approval from the CAA. This is called a SDMP. The owner may decide to base the SDMP on the manufacturer's recommendations or the EASA published Minimum Inspection Programme (MIP). In all cases the SDMP must not be less restrictive than the MIP.

Mandatory Maintenance Tasks



The SDMP must include Airworthiness Directives, tasks contained in the Airworthiness Limitation Section of the Instructions for Continued Airworthiness, and any specific maintenance requirements listed in the Type Certificate Data Sheet and required by the Design Approval Holder (DAH) for modifications and repairs installed on the aircraft.

Additional Maintenance Tasks to take into consideration

The SDMP must identify any additional tasks to be performed because of the specific aircraft type, aircraft configuration or type of operation.

The owner may choose to deviate from tasks or intervals contained in 'Additional Maintenance Tasks', but the details of any deviation or omission must be included in the SDMP. The owner may include alternative tasks to be performed instead of non-mandatory tasks or decide to omit a task completely. The owner, however, is fully responsible for any deviations from the DAH recommendations.

An owner is not required to justify any deviation to the CAA or to a Continuing Airworthiness Management Organisation (CAMO). If, however, a discrepancy on the aircraft is linked to a deficiency in the content of the maintenance programme, the engineer performing the review has the power to refuse the issue of the Airworthiness Review Certificate.

Declaration



The SDMP must contain a **signed statement** where the owner declares that this is the AMP for the aircraft, that it is a SDMP and they are responsible for its contents. This includes any deviations introduced to the DAH recommendations.

SDMP Template

EASA has provided a template for the SDMP in the Acceptable Means of Compliance (AMC) to the Part M Regulations at [template for the SDMP](#)

The Minimum Inspection Programme (MIP) for aeroplanes, sailplanes, powered sailplanes and balloons has also been published in the AMC.

Review of the SDMP



The regulation requires an annual review of the SDMP by the engineer performing the airworthiness review or the CAMO. The aircraft owner must ensure that the annual review is carried out.

If the review highlights discrepancies on the aircraft, linked to deficiencies in the content of the maintenance programme, the engineer performing the review shall inform the CAA. The owner shall amend the maintenance programme as agreed with the CAA.

A Guide to Creating a SDMP using the EASA Template

Blank Aircraft Maintenance Programme Template

| | |
|----|---|
| 1 | Complete the self-explanatory aircraft details and tick the box for the choice of data to be used. |
| 2 | Complete the equipment manufacturer details and list the original source document references. |
| 3 | Answer 'Yes' or 'No' for any applicable mandatory requirements. If 'Yes', the details should be entered in Appendix B. |
| 4 | Attach the schedule of inspection tasks, 'Appendix A', complying with M.A.302(i) if an alternative to that in AMC M.A.302(i) is used) |
| 5 | Are there any Service Bulletins, Service Letters, or manufacturer recommendations? If 'Yes', add them to the relevant box in Appendix B. Source from: Aircraft/Engine/Propeller Type Certificate Holder STC Holders (Vendor / OEM Data) Maintenance Manuals |
| 6 | Does the pilot owner perform pilot owner maintenance? 'Yes' or 'No' |
| 7 | If 'Yes' to pilot owner maintenance, complete the pilot owner details and identify any deviations to task list in Appendix B. Source from: Appendix VIII to Part M |
| 8 | If using the MIP, print the document and attach it to the template and go to item 9. |
| 9 | If using the DAH maintenance list, ensure details are added to box 2. Source from: EASA Regulation Part M AMC M.A. 302(i) |
| 10 | For recommended tasks (item 5 above) decide on whether to 'adopt' or 'not adopt' or 'adopt with deviations' and complete Appendix B. |
| 11 | Complete the pilot owner maintenance task list. |
| 12 | Complete and sign the approval/declaration and certification statements. |
| 13 | Keep the programme up to date. |

A properly customised SDMP should contain:

**MIP/DAH recommendations +
mandatory tasks +
additional tasks +
pilot/owner maintenance**

Phase out of CAA LAMP (CAP 767/766)

CAA LAMP for both aeroplanes and helicopters has been removed from the CAA website and is no longer available. All aircraft currently using CAA LAMP should either have transitioned or transition at the next ARC review but no later than the deadlines set out below. The transition from CAA LAMP is set out in two phases:

Phase 1 - with effect from 1 October 2016

A maintenance programme that complies with Part M will be deemed to be a maintenance programme that complies with Part ML, when it becomes applicable

| Affected aircraft | Planned outcome |
|---|--|
| ELA1 aircraft operated privately | All aircraft to be transferred to a SDMP or approved AMP by 31 May 2018 . Note: All ELA1 aircraft eligible to use the SDMP should have transitioned onto a maintenance programme that complies with Regulation (EU) No 1321/2014 at the next ARC review after 1 October 2016. |

| Affected aircraft | Aircraft new to the register after 1 September 2016 |
|--|---|
| ELA1 aircraft operated commercially Aircraft with MTOM of 1200 kg or more but less than 2730 kg Helicopters below 1200 kg and up to 4 occupants | Aircraft are to have a CAA or CAMO-approved maintenance programme. These aircraft will have the option to move to a maintenance programme in compliance with Part-M Light (Part-ML) when it becomes applicable from <u>24 March 2020</u> . |
| Helicopters above 1200 kg | Aircraft are to have a CAA or CAMO-approved maintenance programme in accordance with Part M. |

Phase 2 - with effect from the introduction of Part-M Light (Part-ML)

Part ML entered into force on the 24 September 2019 and becomes applicable 6 months later, from the 24 March 2020.

| Affected aircraft | Planned outcome |
|---|--|
| Aeroplanes of 2 730 kg maximum take-off mass (MTOM) or less; Rotorcraft of 1 200 kg MTOM or less, certified for a maximum of up to 4 occupants; Other ELA2 aircraft. | All aircraft must have transferred to a Part-ML-compliant maintenance programme at next ARC review, after the introduction of Part ML but no later than 24 March 2021 . Use of and transition to Part ML cannot start until 24 March 2020 when the Regulation becomes applicable. |
| Helicopters below 1200 kg and up to 4 occupants | Part-ML does not contain a Minimum Inspection Programme for helicopters. The helicopter maintenance programme is to be based on the instructions for continuing airworthiness issued by the DAH. |
| Helicopters above 1200 kg | Aircraft are to have a CAA or CAMO-approved maintenance programme Part ML is NOT available for these aircraft. |