

**ПРОГРАМА ЗА ТО В СЪОТВЕТСТВИЕ С  
Част-ML (EASA Form AMP)**

<b>Part-ML AIRCRAFT MAINTENANCE PROGRAMME (AMP)</b>				
<b>Aircraft identification</b>				
1	Registration(s)	Type:	Serial no(s):	
	Owner:			
<b>Basis for the maintenance programme</b>				
2	Design approval holder (DAH) instructions for continued airworthiness (ICA)		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)	
	<b>Design approval holder (DAH) instructions for continuing airworthiness (ICA)</b>			
3	Equipment manufacturer and type	Applicable ICA reference (revision/date not required assuming the latest revision will always be used)		
<b>For aircraft other than balloons</b>				
3a	Aircraft (other than balloons)			
3b	Engine (if applicable)			
3c	Propeller (if applicable)			
<b>For balloons</b>				
3d	Envelope (only for balloons)			
3e	Basket(s) (only for balloons)			
3f	Burner(s) (only for balloons)			
3g	Fuel cylinder(s) (only for balloons)			
<b>Additional maintenance requirements to the DAH's ICA or to the MIP (applicable to all AMPs)</b>				
4	<b>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)</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	<b>Indicate if there is any maintenance task alternative to the DAH's ICA (when 'YES', list the specific alternative maintenance tasks in Appendix C)</b>		Yes	No

**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

**Does the pilot-owner perform pilot-owner maintenance (ref. ML.A.803)?**

Yes No

If yes, enter the name of the pilot-owner(s) authorised to perform such maintenance:

Pilot-owner name:

Licence number:

6

Signature:

Date:

NOTE: It is possible to refer to a list in the case of jointly owned aircraft.

**Approval/declaration of the maintenance programme (select the appropriate option)**

Declaration by the owner:

Approval by the contracted CAMO/CAO:

**‘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.’**

Approval reference no of the CAMO/CAO:

7

Signature:

Signature:

Name:

Name:

Date:

Date:

**Certification statement**

**‘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/organisation responsible for the continuing airworthiness of the aircraft according to ML.A.201:

Owner/Lessee/operator

CAMO/CAO

Name of owner/lessee/operator or CAMO/CAO approval number:

8

Address:

Telephone:

Email:

Signature:

Date:

Appendices attached:

— Appendix A Yes No

— Appendix B Yes No

— Appendix C Yes No

— Appendix D Yes No

9

**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)

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

**Appendix B - 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.*

(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).

Task description	References	Interval (tick box if the selected interval differs from that required in the referenced 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**

**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 - Maintenance tasks alternative to the DAH's ICA (not less restrictive than the MIP  
(include only if necessary - see Section 5 above)**

**Task description**

**Recommended interval**

**Alternative inspection/task**

**Amended interval**

*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)*

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

*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.*