

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

Introduction

An amendment to the Part M Regulation introduced the Self-Declared Maintenance Programme (SDMP) that applies to ELA1 categorised aircraft not involved in Commercial Operations.

This transition to EC Regulations means that the generic UK Light Aircraft Maintenance Programme (LAMP) ended in September 2016. Owners using LAMP for ELA 1 aircraft operated privately need to transfer to a SDMP no later than **31 May 2018**. Owners, CAMO, Maintenance companies and authorised certifying staff shall ensure that aircraft are transferred to a Part M compliant programme by this date. After 31 May 2018 aircraft that have not transferred will have invalidated their Certificate of Airworthiness and shall not 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. 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.