



6 February 2012

LETTER OF CONSULTATION

Proposal, to replace the CAA Light Aircraft Maintenance Programme (LAMP) with a Generic Maintenance Programme Template (GMPT) for Piston Engine Fixed Wing and Single Piston Engine Helicopters with a MTOM of 2730 Kg or less in order to fully comply with EASA Regulation EC 2042/2003 Annex 1 M.A.302.

Although the Light Aircraft Maintenance Programme (LAMP) has proved a useful document and maintenance management tool over the years it needs to be replaced to take better account of changes under the EASA Part M requirements and the growth in new technologies being introduced to modern GA aircraft.

The proposed changes include withdrawal of LAMP in its current format and replacing it with a UK CAA Generic Maintenance Programme Template (GMPT) that assists in the preparation of a programme that is fully aligned with the EASA requirements. The GMPT and associated documents contain all the necessary procedures and guidance for the production of an aircraft specific Approved Maintenance Programme (AMP) that can be approved to meet the requirements of EC 2042/2003, Annex 1, Part M, M.A.302.

The introduction of the new GMPT will provide a means of demonstrating compliance with Part M, M.A.302 and additionally meet the commitment given by the CAA during the General Aviation Regulatory Review to look at further devolvement to industry. The new GMPT will promote the involvement of Part M Sub Part G Continuing Airworthiness Management Organisation (CAMO) in the approval process via the 'indirect approval' privilege detailed in Part M, M.A.302(c). This 'indirect approval' privilege can be obtained by a simple process during the transition period by the approval of an additional procedure in the organisation's exposition (CAME).

The CAME procedure will define the CAMO's capability for management of maintenance programmes, within an agreed scope and any defined limitations. This should be a relatively simple process for a CAMO as AMP management, through the Airworthiness Review is a core competence and forms a basic part of the current Part M approval and the foundation of Continuing Airworthiness management.

The process of transferring from the LAMP to the GMPT started in 2010 following a EASA Standardisation audit finding relating to the absence of formal approval and customisation of the LAMP. The GMPT has been developed with the assistance of Industry Stakeholders made up from representatives from both the GA fixed wing and helicopter sectors. The Stakeholders welcomed the opportunity to contribute to the proposal and made many constructive comments. They were strongly in favour of a replacement for LAMP. The preferred use of 'manufacturers instructions' was also something they felt should be promoted, particularly with the more modern and technically advanced GA aircraft that have 'glass cockpit' and engine FADEC.

The support for the use by CAMOs of the 'indirect approval' concept was also enthusiastically supported by industry. The CAA recognises the cost impact of changing requirements and imposing them on the GA community and has decided to undertake to process the 'Indirect Approval' of CAMOs without imposing an additional charge, provided the change is accomplished by the end of March 2013. This process approval will be conducted as part of the routine oversight and management of amendments to the CAME.

Timescales for implementation were a major consideration given the size of the community and diversity of the aircraft types impacted. Therefore, it is proposed that a period of 3 years post the launch date of the GMPT, scheduled for April 2012, will be given to move all aircraft to their new maintenance programme. It is anticipated that the transfer from LAMP to the new GMPT would take place coincidental with the next ARC renewal for individual aircraft following its introduction in April 2012. This will enable owners/operators to transition to the new GMPT at a time which is more convenient and efficient to their utilisation and planned maintenance. The 3 year period takes into consideration those aircraft that are currently in a 'controlled environment' and do not require a replacement ARC for up to 3 years.

The documents being offered as part of this consultation are as follows:

- CAAIP Leaflet C-165, which provides guidance for owners/operators on the concept and standards applicable to an Aircraft Maintenance Programme. Included in this leaflet are a number of supplements to assist and guide those preparing an aircraft maintenance programme based on the GMPT for approval.
- The GMPT which is a standard format document containing all of the necessary chapters and sections ready to be populated with the instructions/tasks/data applicable to specific aircraft and their configuration.
- GMPT Completion Instructions, this document provides a step-by-step process to guide the person compiling an aircraft maintenance programme from GMPT through the various chapters thereby ensuring the final document is a complete and comprehensive programme that meets the standard required for approval.

Please send any comments you may wish to make regarding the proposal to requirements@caa.co.uk by the 16 March 2012. If no response is received from your organisation, it shall be assumed that you are in agreement with the proposal.

We are keen to ensure the organisations and owners having an interest in these changes have the fullest opportunity to comment on the proposed changes, and if you have any concerns or questions e mail requirements@caa.co.uk or call 01293-573307 or 01293-573582 and we will do our best to help.

Yours faithfully

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