

2009/18

Applicability: Aircraft Owners, Operators and Continuing Airworthiness Management Organisations (CAMOs)

MANAGEMENT OF THE LIGHT AIRCRAFT MAINTENANCE PROGRAMME (LAMP) – CAP 766 AND CAP 767

1 Introduction

- 1.1 A number of enquiries have been received from the General Aviation community regarding the correct procedures to ensure that the CAP 766 and CAP 767 'Light Aircraft Maintenance Programmes (LAMP)' are properly customised. This AIRCOM provides guidance on how to accomplish this task for aircraft subject to European regulations.

2 Background

- 2.1 The regulations set out in Part M¹ require that an aircraft owner/operator, establishes an aircraft maintenance programme detailing all maintenance to be carried out (including its frequency), and any specific tasks linked to the type and nature of operations. The regulation also requires that the contents of the maintenance programme are periodically reviewed to ensure that it remains applicable and effective throughout an aircraft's service life.

3 Issue

- 3.1 LAMP is a generic maintenance programme that requires customisation to ensure that the specific maintenance needs of each individual aircraft are properly captured. By following the process set out below and recording all additional specific maintenance tasks utilising a CAP 543 'Time Limited Task, Additional Inspections and Component Change Record', or an alternative document or system approved by the CAA, this requirement is satisfied.

4 Customisation

- 4.1 When undertaking the customisation process the owner/operator must ensure that the following sources of information are investigated and, when applicable, incorporated into the LAMP. Owner/Operators may choose to contract a CAMO to perform this process:

¹ M.A.302 (e)

- i) instructions issued by the CAA/EASA;
- ii) instructions for continuing airworthiness issued by the Type Certificate or Supplemental Type Certificate Holders for the airframe, engine, propeller and any other applicable instructions issued in accordance with Part 21 (such as those published by the original equipment manufacturer (OEM) and repair design approval holders).

Note: The instructions for continuing airworthiness published by the Type Certificate Holder for equipment installed on the aircraft may include tasks that address the same subject as those produced by the OEM. These instructions may, on occasion, differ from one another. When this situation is encountered it must be decided which set are the most appropriate, taking into account the type and nature of the operations being undertaken.

4.2 Where it is established that the instructions for continuing airworthiness described in paragraph 4.1 ii) are more restrictive or include additional tasks not captured by the LAMP, the more restrictive limits and/or additional tasks must be applied.

4.3 Alternative instructions for continuing airworthiness included in the material described in paragraph 4.1 ii), when considered appropriate, may be adopted in place of a generic task set out in the LAMP. All of the additional, alternative and more restrictive tasks identified by the customisation process shall be recorded in the way described in paragraph 3.

Note: Figure 1 – LAMP Customisation Process illustrates the typical information that needs to be considered when compiling and reviewing a maintenance programme.

5 Periodic Review

5.1 The programme should be reviewed at least annually², and amended accordingly. Owner/Operators may also choose to contract a CAMO to perform this review task. The purpose of the review is to ensure that the programme continues to be valid in light of the operating experience. It should also take into account any new or modified instructions published by the CAA, EASA, Type Certificate Holders, Supplemental Type Certificate Holders and any other organisation that is required to publish such data.

5.2 When new or revised non-mandatory instructions have been published in the form of Service Bulletins, or other similar documentation, the Owner/Operator must consider the relevance of the instructions, taking into account the type of operations being undertaken. Before making a decision not to incorporate new or revised instructions into the LAMP, very careful consideration must be given to the potential consequences of this course of action, as LAMP is based on a preventative maintenance concept. Where it is decided not to adopt the new or revised instructions, an entry should be made in Part C of the aircraft log books³ to record the rationale for this decision. If the type of

² M.A.302(g) and AMC M.A.302, Appendix 1

³ CAP 398, 399, and 400, Aircraft, Engine and Propeller log books

operation subsequently changes, such as changing from operating Visual Flight Rules (VFR) to Instrument Flight Rules (IFR) or the aircraft utilisation changes significantly, the aircraft Owner/Operator must establish if further revision to the customised elements of the LAMP is necessary.

6 Queries

Any queries as a result of this AIRCOM should be addressed to Airworthiness Strategy and Policy at the following e-mail address: Requirements@caa.co.uk



Padhraic Kelleher
Head of Airworthiness

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Recipients of new AIRCOMs are asked to ensure that they are copied to their 'in house' or contracted organisations, to relevant outside contractors and to all members of their staff who could have an interest in the information or who need to take appropriate action in response to this Communication.

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FIGURE 1

Figure 1 - LAMP Customisation Process

