

28 June 2018

Dear Sir/Madam,

Letter to Part G (with Airworthiness Review privilege), Part M F/145 with ELA1 privilege, ELA1 authorised staff (M.A.901(g))

As you will be aware in October 2016, CAA issued CAP 1454, Guidance for implementing Self-Declared Maintenance Programmes (SDMP) for use with ELA1 aircraft. This followed the alleviations for General Aviation that were introduced in Part- M when Regulation (EU) 2015/1088 was published on 3 July 2015 (Introduction of EASA SDMP/MIP).

The phased transition from CAA LAMP CAP766/767 set out in CAP 1454 was agreed with EASA as the CAA LAMP does not meet the requirements of Part M. ELA 1 aircraft that were eligible i.e. operated privately, were obliged to transfer to a SDMP or an approved maintenance programme initially by 30 September 2017. Aircraft that are used for flight training (RTF, ATO, DTO) and commercial operations cannot take advantage of EASA SDMP/MIP.

The September deadline was extended to 31 May 2018 (CAP 1454 issue 2), however there are still a significant number of aircraft that have not made the transfer to new compliant maintenance programmes.

Owners, CAMOs, maintenance organisations and authorised certifying staff are requested that all efforts are to be made to transfer aircraft from CAA LAMP to a Part M compliant programme.

Part M G CAMO, Maintenance organisations with ELA1 privilege and certifying staff (Part M, M.A.901(g)) must not issue or make a recommendation to issue or extend the period of validity of Airworthiness Review Certificates for a privately operated ELA1 aircraft, if the aircraft is still being maintained in accordance CAA LAMP. An Airworthiness Review may only be completed when aircraft is maintained in accordance with a Part M, M.A.302 compliant programme.

ELA 1 aircraft used for private operations that have not transferred from CAA LAMP will invalidate their Airworthiness Review and Certificate of Airworthiness.

M.A.201 (a)

It is the owner's responsibility for the continuing airworthiness of an aircraft and they shall ensure that no flight takes place unless (Part M, M.A.201(a)(4)) the maintenance of the aircraft is performed in accordance with the maintenance programme as specified in point M.A.302.

In the event of query and in the first instance please contact your allocated surveyor for further details or otherwise the CAA GAU for further advice

The CAA will be monitoring the transition from LAMP. Action will be taken where owners, individuals or organisations are found to have not taken the correct appropriate steps to ensure that an aircraft is being maintained to a maintenance programme that complies with Part M.

Yours

Tony Rapson
Head GA Unit

<https://www.caa.co.uk/CAP1454>

[Self - Declared maintenance programme CAA website](#)