

Aircraft Owner

28 June 2018

Dear Sir/Madam,

Letter to owners of ELA 1 aircraft (operating privately)

We are writing to you as a matter of urgency, to ensure you are aware of changes that have taken place and may affect you and the legal operation of your aircraft. Aircraft owners should have already transitioned their aircraft's maintenance programme from CAA LAMP, CAP 766 to an EASA Part M, M.A. 302 compliant programme. If you have not already transitioned you must do so now as **NOT HAVING A COMPLIANT PROGRAMME COULD INVALIDATE YOUR CERTIFICATE OF AIRWORTHINESS AND THEREFORE YOUR INSURANCE!**

As an owner you have a choice, provided your aircraft is classified as ELA1, operated privately and IS not used for commercial operations, either opt for a Self-Declared Maintenance Programme (SDMP) based on EASA MIP **or** an approved programme through your nominated CAMO (Part M G organisation) if they have indirect approval privileges, or direct with the CAA.

More detail is provided below but you **MUST ACT NOW** as a minimum you must:

1. Establish that your aircraft is eligible for Self – Declared Maintenance programme, is it 1200Kg and below and operated privately? Full definition see CAP 1454 (attached below)
2. Download a copy of the EASA MIP template from CAA website [CAA SDMP template](#)
3. **Or** obtain copy from EASA Part M, Commission Regulation 1321/2014, **AMC M.A.302(e)**
4. Discuss with your contracted CAMO (Part M G, maintenance organisation or Part 66 engineer) manufacturer's recommended maintenance requirements, scheduled inspection, service bulletins and mandatory requirements for your aircraft.
5. Determine the maintenance inspection requirements for your aircraft, must **not be** less restrictive than Part M, AMC M.A.302(i) refers
6. Use the '**Guide to Creating a SDMP using the EASA Template**', on page 3 of **CAA CAP 1454**
7. When you are happy with the document, complete and sign the approval/declaration and certification statements.
8. There is no requirement to send a copy to CAA for approval, this document forms the basis of the maintenance checks for your aircraft and will need to be made available to your maintenance organisation or Part 66 certifying engineer, at the times specified therein.

9. If you are managed by a CAMO and have a contract make sure your contracted CAMO has a copy for their reference.
10. At each renewal of your Airworthiness Review Certificate, the Airworthiness Signatory, will be obliged (Part M, M.A.710 (ga)) to review the content of your maintenance programme (SDMP) and make any recommendations that they feel affect the airworthiness of your aircraft.

Definitions and the phased removal of CAA LAMP are described in CAA CAP 1454 at issue 2 and useful CAA website, links provided below

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

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

[CAA SDMP template](#)

[Easy Access Rules for Continuing Airworthiness regulation \(EU\) No.1321/2014](#)

The phased transition from CAA LAMP CAP766 set out in CAP 1454 was agreed with EASA on the basis that CAA LAMP in its current format did not meet the requirements of Part M. ELA 1 aircraft that were eligible i.e. operated privately had 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

Owners, CAMOs, maintenance organisations and authorised certifying staff were requested that every effort should be made to assist in the transfer from CAA LAMP to a Part M compliant programmes, but in any case, no later than the extended deadline of **31 May 2018 (CAP 1454 issue 2)**.

Part M G CAMO, Maintenance organisations with ELA1 privilege and certifying staff (Part M, M.A.901(g)) will no longer be able to issue or make recommendations or extensions for Airworthiness Review Certificates for eligible ELA1 aircraft i.e. those operated privately unless they have transferred to a Part M, M.A.302 compliant programme.

ELA 1 aircraft alleviations for General Aviation were introduced in Part- M with (EU) 2015/1088 of 3 July 2015 (Introduction of EASA SDMP/MIP)

ELA 1 private aircraft operating beyond the 31 May 2018 that have not transferred from CAA LAMP will invalidate their Airworthiness Review and Certificate of Airworthiness.

In the event of query and in the first instance please contact your CAMO (Part M G organisation), Part 66 certifying staff, allocated surveyor or otherwise the CAA GAU airworthiness department for further advice.

References

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.

Yours

Tony Rapson
Head GA Unit