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|  | Guide - AMP utan Reliability ProgramRev 4 2025-03-12 |  |
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| *Transportstyrelsen fråntar sig ansvar för att samtliga regler är omhändertagna och att texten helt överensstämmer med gällande regler.* |
| Baserad på:* (EU) No 1321 /2014 inklusive ändringar upp till (EU) 2025/111.
* EDD 2015/029/R (Issue 2) inklusive ändringar upp till EDD 2023/013/R
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| **Företag:**  | **Tillståndsnummer:** |
|   |   |
| **AMP:** | **Rev/utgåva:** |
|   |   |
| **Ärendenummer:** | **Granskad av:** |
|   |   |
| **Granskad mot följande Maintenance Data:** | **Revstatus:** |
|   |   |
| **Beskrivning av utförd granskning (att användas vid mindre förändring av underhållsprogrammet)**   |
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| **Subject** | **AMP ref.** | **Remarks, Comments, OK or N/A** |
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| **ETOPS** |  |  |
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| Är operatören/ägaren godkänd att använda flygplanet för ETOPS flygningar. |   | NEJ [ ]  JA [ ]  Ref:  |
|   |  |  |
| Kommer flygplanet användas för ETOPS flygningar. |   | NEJ [ ]  JA [ ]  Ref:  |
|  |  |  |
| Är flygplanet godkänt att användas för ETOPS flygningar. |   | NEJ [ ]  JA [ ]  Ref:  |
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| Säkerställs ETOPS kraven i AMP. |   | NEJ [ ]  JA [ ]  Ref:  |
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| Tillägg (vid behov): Verifiering av ETOPS krav använd CCL ETOPS. |   | NEJ [ ]  JA [ ]  Ref:  |
|  |  |  |
| Vid behov, kontakta operativ PI. |   | NEJ [ ]  JA [ ]  Ref:  |
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| **RVSM** |
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| Är operatören/ägaren godkänd att använda flygplanet i RVSM luftrum. |   | NEJ [ ]  JA [ ]  Ref:  |
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| Kommer flygplanet användas i RVSM luftrum. |   | NEJ [ ]  JA [ ]  Ref:  |
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| Är flygplanet godkänt att användas i RVSM luftrum. |   | NEJ [ ]  JA [ ]  Ref:  |
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| Säkerställs RVSM kraven i AMP. |   | NEJ [ ]  JA [ ]  Ref:  |
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| Tillägg (vid behov): Verifiering av RVSM krav använd CCL RVSM |   |   |
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|  Vid behov, kontakta operativ PI. |   |   |
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| **Subject** | **AMP ref.** | **Remarks, Comments, OK or N/A** |
| **1. General requirements** |  |  |
| 1.1 The maintenance programme should **contain the following basic information**. |  |  |
| 1.1.1. The **type/model** and **registration** **number of the aircraft**, **engines** and, where applicable, **auxiliary power units** and **propellers**. |   |   |
| 1.1.2. The name and address **of the** owner, operator or CAMO **managing the aircraft airworthiness**. |   |   |
| 1.1.3. The **reference**, the **date of issue** and **issue number** of the approved maintenance programme. |   |   |
| 1.1.4. A **statement** signed by the owner, operator or CAMO managing the aircraft airworthiness to the effect that the specified aircraft will be maintained to the programme and that the programme will be reviewed and updated as required. |   |   |
| 1.1.5. Contents/list of effective pages and their revision status of the document. |   |   |
| 1.1.6. Check periods, which reflect the anticipated utilisation of the aircraft. Such utilisation should be stated and include a tolerance of not more than 25%. Where utilisation cannot be anticipated, calendar time limits should also be included. |   |   |
| 1.1.7. **Procedures for the escalation** of established check periods, where applicable and acceptable to the competent authority of registry. |   |   |
| 1.1.8 Provision to record the date and reference of approved amendments incorporated in the maintenance programme. |   |   |
| 1.1.9 Details of **pre-flight maintenance** **tasks** that are **accomplished by maintenance staff**. |   |   |
| 1.1.10 The tasks and the periods (intervals/frequencies) at which each part of the aircraft, engines, APU’s, propellers, components, accessories, equipment, instruments, electrical and radio apparatus, together with the associated systems and installations should be inspected. This should include the **type** and **degree** of inspection required. |   |   |
| *Är modifieringar (STC, SB, övr mod) som kräver repetitiva åtgärder införda?* |   |   |
| *Är reparationer som kräver repetitiva åtgärder införda?* |   |   |
| *Är nationella krav (BCL, LFS, TSFSF) som kräver repetitiva åtgärder införda?* |   |   |
| *Är något/några operativa krav som kräver repetitiva eller andra åtgärder införda?**Tex:** *Utrustning enligt EU-, JAR-OPS subpart K & L. (Tex flytvästar, bransläckare, first aid kit osv)*
* *RVSM.*
* *ETOPS.*
* *Flygning i vulkanisk aska(EPZ Enhanced Procedure Zone,TLZ Time Limited Zone )*
* *Etc*
 |   |   |
| 1.1.11 The periods at which components should be checked, cleaned, lubricated, replenished, adjusted and tested. |   |   |
| 1.1.12 If applicable details of ageing aircraft system requirements together with any specified sampling programmes. |   |   |
| 1.1.13 If applicable, details of specific structural maintenance programmes including, but not limited to: |   |   |
| (a) (Supplemental) structural inspection programmes ((S)SIPs or (supplemental) structural inspection documents (S)SIDs) issued by the design approval holder or the declarant of a declaration of design compliance.  |  |   |
| (b) Corrosion prevention and control programmes (CPCPs) taking into account the baseline CPCP issued by the design approval holder or the declarant of a declaration of design compliance. |  |   |
| (c) **For large aeroplanes**, maintenance data arising from compliance with the ageing structure requirements of point **26.370** of Annex I (Part-26) to Regulation (EU) 2015/640. |  |   |
| 1.1.14 If applicable, details of **Critical Design Configuration Control Limitations** together with appropriate procedures. |   |   |
| 1.1.15 If applicable a statement of the **limit of validity** in terms of total flight cycles/calendar date/flight hours for the structural programme in 1.1.13. |   |   |
| 1.1.16 The periods at which overhauls and/or replacements by new or overhauled components should be made. |   |   |
| 1.1.17 A cross-reference to other documents approved by EASA which contain the details of maintenance tasks related to mandatory life and inspection limitations, Certification Maintenance Requirements (CMRs) and ADs.**Note**: To prevent inadvertent variations to such tasks or intervals these items should not be included in the main portion of the maintenance programme document, or any planning control system, without specific identification of their mandatory status. |   |   |
| *Är repetitiva AD från EASA och State of design beaktade?** *Skrov*
* *Motor*
* *Propeller*
* *APU*
 |  |  |
| *Är CMR, ALI, AD inom avsett intervall beaktade?* |   |   |
| 1.1.18 Details of, or cross-reference to, any required reliability programme or statistical methods of continuous Surveillance. |   |   |
| 1.1.19. A **statement** that practices and procedures to satisfy the programme should be to the standards specified in the maintenance instructions issued by the TC holder or the declarant of a declaration of design compliance. In the case of approved practices and procedures that differ, the statement should refer to them. |   |   |
| 1.1.20. Each maintenance task quoted should be defined in a definition section of the programme. |   |   |
| **2. Programme basis** | **AMP ref.** | **Remarks, Comments, OK or N/A** |
| 2.1. An owner or a CAMO aircraft maintenance programme should normally be based upon the MRB report, where applicable, and the maintenance planning document or Chapter 5 of the maintenance manual from the TC holder or the declarant of a declaration of design compliance (i.e. the manufacturer’s recommended maintenance programme).The structure and format of these maintenance recommendations may be re-written by the owner or the CAMO to better suit the operation and control of the particular maintenance programme.owner or the CAMO to better suit the operation and control of the particular maintenance programme. |   |   |
| 2.2. For a new aircraft where no previously approved maintenance programme exists, it will be necessary for the owner or the CAMO to comprehensively appraise the manufacturer’s recommendations (and the MRB report where applicable), together with other airworthiness information, in order to produce a realistic programme for approval. |   |   |
| 2.3. For existing aircraft types it is permissible for the owner or CAMO to make comparisons with maintenance programmes previously approved. It should not be assumed that a programme approved for one owner or the CAMO would automatically be approved for another. Evaluation should be made of the aircraft/fleet utilisation, landing rate, equipment fit and, in particular, the experience of the owner or the CAMO when assessing an existing programme. Where the competent authority is not satisfied that the proposed maintenance programme can be used as is, the competent authority should request appropriate changes such as additional maintenance tasks or de-escalation of check frequencies as necessary. |   |   |
| 2.4. Critical Design Configuration Control Limitations (CDCCL)If CDCCL have been identified for the aircraft type by the TC/STC holder, maintenance instructions should be developed. CDCCL’s are characterised by features in an aircraft installation or component that should be retained during modification, change, repair, or scheduled maintenance for the operational life of the aircraft or applicable component or part. |   |   |
| **3. Amendments** | **AMP ref.** | **Remarks, Comments, OK or N/A** |
| Amendments (revisions) to the approved maintenance programme should be made by the owner or the CAMO, to reflect changes in the recommendations, modifications, service experience of the TC holder or the declarant of a declaration of design compliance, or as required by the competent authority. |   |   |
| **4. Permitted variations to maintenance periods** | **AMP ref.** | **Remarks, Comments, OK or N/A** |
| The owner or the CAMO may only vary the periods prescribed by the programme with the approval of the competent authority or through a procedure developed in the maintenance programme and approved by the competent authority.  |   |   |
| **5. Periodic review of maintenance programme contents** | **AMP ref.** | **Remarks, Comments, OK or N/A** |
| 5.1. The owner- or the CAMO-approved maintenance programmes should be subject to periodic review to ensure that they **reflect current recommendations** issued by the TC holder or the declarant of a declaration of design compliance, revisions to the MRB report if applicable, mandatory requirements and the maintenance needs of the aircraft. |   |   |
| 5.2. The owner or the CAMO should review the detailed requirements **at least annually** for continued validity **in the light of operating experience**. |   |   |
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| **6. Reliability Programmes** |  |  |
| Se: **Guide - AMP endast Reliability Program** |