



Sunny Swift

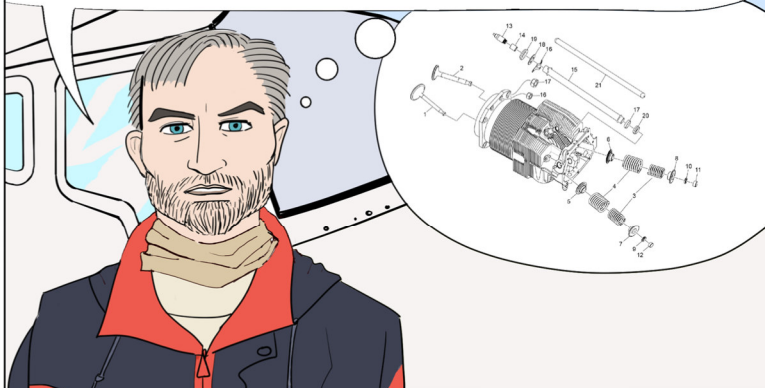
“ Maintenance programme with **Part-ML** ”

MARIO HAS JUST BOUGHT A SECOND-HAND VULCANAIR V1.0.



HE'S DECIDING ON HIS MAINTENANCE OPTIONS.

I'VE LEARNT THAT **PART-M LIGHT** GIVES THE OWNER THE POSSIBILITY TO DECLARE THEIR AIRCRAFT MAINTENANCE PROGRAMME (AMP). THE COST SAVING IS VERY APPEALING, BUT I DON'T REALLY HAVE ANY EXPERIENCE WITH AIRCRAFT MAINTENANCE.



WITH PART-ML, YOU ESSENTIALLY HAVE TWO OPTIONS*:

— IF YOU HAVE THE COMPETENCY, YOU CAN DECLARE IT. IT IS NOT A BLANK CHEQUE: SOME ELEMENTS ARE COMPULSORY EITHER WAY. ALSO, YOU ARE TAKING RESPONSIBILITY FOR YOURSELF AND YOUR PASSENGERS, AND YOU ARE LEGALLY LIABLE.



* SEE ML.A.302

— OR IF YOU ARE UNSURE, IT WOULD BE WISER TO CONTRACT A CAMO OR CAO**, WHICH WILL TAKE CARE OF THE AIRWORTHINESS OF YOUR AIRCRAFT, INCLUDING THE APPROVAL OF THE AMP.

I'M NOT COMFORTABLE WITH DECIDING WHETHER AN INSPECTION INTERVAL FOR CERTAIN EQUIPMENT OR STRUCTURE IS ADEQUATE OR NOT.



** SEE APPENDIX I OF PART-ML

I CAN PUT YOU IN TOUCH WITH SEVERAL RECOGNISED AND EXPERIENCED CAOs/CAMOs. IT MAY BE WORTH USING ONE OF THEM, SINCE THEY WILL ASSUME THIS RESPONSIBILITY FOR YOU, AND WILL FOCUS ON THE MAINTENANCE THAT PROVIDES YOU SAFETY, AND IT MAY EVEN BE MORE EFFICIENT IN THE LONG TERM.



You can find links to:

- Part-ML and AMC
- SIB: Maintenance programme under Part-ML
- Good maintenance practices
- GA Maintenance-related accidents

in the "related content" section

Please send your comments and ideas to generalaviation@easa.europa.eu

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