



IALTA

International Aviation Lease Training Association

Continued Airworthiness Management Exposition

CAMO Authorisation XX.CAMO.1234

Document IALCAM

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Note – This is a limited document intended only for an exercise in creating a Maintenance Plan on an IALTA Course; www.ialta.aero/courses

Italic use – Italics are used to reference notes to the reader and would not be part of a CAME.

Amendments

Amendments included here as applicable

Contents

Full contents here – for our example this is limited to illustrate some considerations when creating an AMP and referencing the CAME.

0.2.4 Aircraft Scope Managed by IALTA

The following types can be managed by IALTA and the associated baseline with the type.

(A baseline program is part of the requirement to gain CAMO approval for any given type, the baseline AMP is a generic maintenance program for that specific type and is not updated in the same way that an in-use AMP is)

Aircraft	Baseline Reference
A320 Series CFM 56 and V2500 engines	IALTA-320-BL1
A330 Series Trent 700 & CF6 engines	IALTA-330-BL1
Boeing 777 GE90 & Trent 800	IALTA-777-BL1
Boeing 737 600-900 CFM56 engines	IALTA-737-BL1

1.2 AMP Development & Amendments

1.2.1 General

The type of specific maintenance plan baseline programme is created and maintained for each type referenced in CAME 0.2.4 by IALTA and approved by the competent authority accordingly.

The aircraft under the care of IALTA CAMO have a maintenance plan created as per M.A.302 that will be individual for that specific aircraft and will be approved by the competent authority for the registered state.

Each maintenance programme will contain instructions to maintain airworthiness regarding tasks, intervals and thresholds that they should be carried out.

Pre-flight is a document created from OEM maintenance data and specific to each aircraft type, this is carried out prior to flight regardless of FH/FC (Flight Hours / Flight Cycles)

1.2.2 Content

Remember this is taken from the Appendix I to AMC M.A.302 and AMC M.B.301(b) — Content of the maintenance programme

The maintenance programme shall contain the following basic information.

1. The type/model and registration number of the aircraft, engines and, where applicable, auxiliary power units and propellers.
2. The name and address of the owner, operator or CAMO managing the aircraft airworthiness.
3. The reference, the date of issue and issue number of the approved maintenance programme.
4. A statement signed by IALTA CAMO who manage 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.
5. Contents/list of effective pages and their revision status of the document.
6. Check periods, which reflect the anticipated utilisation of the aircraft.
7. Procedures for the escalation of established check periods.
8. Provision to record the date and reference of approved amendments incorporated in the maintenance programme.
9. Details of pre-flight maintenance tasks that are accomplished by maintenance staff.
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.
11. The periods at which components should be checked, cleaned, lubricated, replenished, adjusted and tested.
12. If applicable details of ageing aircraft system requirements together with any specified sampling programmes.
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.

(b) Corrosion prevention and control programmes (CPCPs) taking into account the baseline CPCP issued by the design approval holder.

(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.

14. If applicable, details of Critical Design Configuration Control Limitations together with appropriate procedures.

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 13.

16. The periods at which overhauls and/or replacements by new or overhauled components should be made.

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 AD's.

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.

18. Details of, or cross-reference to, any required reliability programme or statistical methods of continuous Surveillance.

19. A statement that practices and procedures to satisfy the programme should be to the standards specified in the TC holder's Maintenance Instructions. In the case of approved practices and procedures that differ, the statement should refer to them.

20. Each maintenance task quoted should be defined in a definition section of the programme.

1.2.3 Sources

Development and amendment of the individual maintenance programmes is the product of the actions of IALTA in monitoring the effectiveness of the programmes together with the review of the continued airworthiness information supplied by the manufacturers of the aircraft, engines and equipment in the form of Maintenance Review Board Report, Maintenance Planning Document, Service Bulletins, Service Information Letters and All-Operator Letters.

1.2.4 Responsibilities

The Accountable CAMO manager is responsible for the development and creation of a MP for the aircraft cared for under the scope of approval.

The MP accountability extends to sub functions including the reliability, amendments (direct or indirect) and variations.

Access to the aircraft data is provided by the owner/operator and it is their responsibility to maintain that this is up to date.

1.2.5 Manual Amendments

Amendments will be made based on latest revision of data noted in and not limited to the documents noted in the **Sources** heading in Section 1.2

1.2.5.1 Indirect Approval

IALTA AMP and their minor amendments can be approved through indirect approval IAW M.A.302 while all major changes will be submitted to the competent authority. The below table logic demonstrates this:

Event	Classification of amendment
New AMP	Major
Registered Competent Authority Instruction	Minor
TC holder Competent Authority Instruction	Minor
ICA by TC / STC holder	Minor
Part 21 ICA	Minor
Tasks not forming part of the MPD requirements (addition, amendment or deletion)	Minor

1.2.5.2 Variations

Variations are to be used in exceptional circumstances and are not to be used for facilitating planning of tasks on a routine basis. Variations are defined in the specific AMP and may in exceptional circumstances be authorised by the head of CAMO.

Variations can be applied when an aircraft is subjected to unforeseen circumstances such as a diversion, inclement weather or medical emergency; in such examples a variation may be applied.

Any variation above or beyond that noted in the scope of the AMP will require approval from the competent authority for the aircraft registration.

1.2.6 Acceptance by the authority

The accountable nominated person, head of CAMO is the responsible person for submitting the maintenance programme to the competent authority.

For the approval for variations of maintenance periods by indirect approval refer to the AMP preface, all other variations outside this scope will be submitted to the competent authority.

1.10 Reliability programme

The reliability programme is defined in the policy IALTA RELIABILITY PROGRAMME Document reference IALRELPRO