



Irish Aviation Authority The Times Building 11–12 D'Olier Street Dublin 2, Ireland www.iaa.ie Safety Regulation Division	Údarás Eitlíochta na hÉireann Foirgneamh na hAmanna 11–12 Sráid D'Olier Baile Átha Cliath 2, Éire Rannán na Rialachán Sábháilteachta	AAM No. 10 Revision: 02 Date: 24.03.2020	
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Appendix 2 to AAM 10

When reviewing the effectiveness of the AMP, the AR staff (or the CAMO/CAO staff if the review of the AMP is not performed in conjunction with an AR) may need to review the maintenance carried out during the last 12 months, including unscheduled maintenance. To this end, he or she should receive the records of all the maintenance performed during that year from the owner/CAMO/CAO.

When reviewing the results of the maintenance performed during that year and the results of the AR, attention should be paid as to whether the defects found could have been prevented by introducing in the maintenance programme certain DAH's recommendations, which were initially disregarded by the owner, CAMO or CAO.


Appendix 2 - Annual Review of AMP – Checklist for use with EASA template (page 1 of 3)				
Date:		AMP Reference: (include registration)		
Reviewed by (Name):				
Task	Programme Ref.	Prompt	Not OK	OK
1.	Block 1	Check Aircraft Registration, Type and Serial Number are correct and the Owner's name is correct.		
2.	Block 2	Check that the correct Basis for the Maintenance Programme is selected		
3.	Block 3	Check that the applicable data referenced is correct (no requirement to include the revision) (N/A if using MIP)		
4.	Block 4	Check that maintenance due to specific equipment and modifications has been reviewed and noted as adopted/not- adopted/deviated from.		
5.	Block 4	Check that maintenance due to repairs implemented has been reviewed and noted as adopted/not-adopted/deviated from.		
6.	Block 4	Check that maintenance due to life-limited components has been reviewed and noted as adopted/not- adopted/deviated from.		
7.	Block 4	Check that maintenance due to Mandatory Continuing Airworthiness Information (ALI, CMR, TCDS) has been reviewed and included in the AMP.		
8.	Block 4	Check that maintenance due to maintenance recommendations such as TBO intervals, issued through SBs, SLs and other non-mandatory service information has been reviewed and noted as adopted/not-adopted/deviated from.		
9.	Block 4	Check that maintenance related to repetitive Airworthiness Directives has been reviewed and included in the AMP.		
10.	Block 4	Check that maintenance related to specific operational/airspace directives/requirements has been reviewed and noted as adopted/not-adopted/deviated from.		

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Appendix 2 - Annual Review of AMP – Checklist

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Task	Ref	Prompt	Not OK	Task
11.	Block 4	Check that maintenance related to operational approvals has been reviewed and included in the AMP.		
12.	Block 5	Check that an indication has been made in Block 5. If 'Yes', also review Appendix C.		
13.	Block 6	If the Pilot-Owner performs maintenance, check that this block is signed and contains the correct information.		
14.	Block 7	Check that the AMP is either Self-Declared by the owner or approved by the CAMO/CAO.		
15.	Block 8	Check that the AMP is certified in this block by the owner or CAMO/CAO		
16.	Block 9	Check that appendices are available for each Yes box ticked.		
17.	AMC ML.A.302(c)(9)	Consider the results of the maintenance performed during the year, they may reveal that the AMP is not adequate.		
18.	AMC ML.A.302(c)(9)	Consider the results of the Airworthiness Review performed, it may reveal that the AMP is not adequate.		
19.	AMC ML.A.302(c)(9)	Consider revisions introduced on the documents affecting the programme basis, such as the ML.A.302(d) MIP or the DAH's data.		
20.	AMC ML.A.302(c)(9)	Consider changes in the aircraft configuration, and type and specificity of operation		
21.	AMC ML.A.302(c)(9)	Consider changes in the list of pilot-owners		
22.	AMC ML.A.302(c)(9)	Consider applicable mandatory requirements for compliance with Part 21 such as airworthiness directives (Ads), airworthiness limitations, certification maintenance requirements and specific maintenance requirements contained in the type certificate data sheet (TCDS)		
23.	Appendix A	Check content of MIP to ensure it isn't less than EASA MIP.		
24.	Appendix B	Check that any maintenance due to specific equipment and modifications, where being adopted, are included here		
25.	Appendix B	Check that any maintenance due to repairs, where being adopted, are included here		
26.	Appendix B	Check that any maintenance due to life-limited components, where being adopted, are included here		
27.	Appendix B	Check that any maintenance due to maintenance recommendations, where being adopted, are included here		

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Task	Ref	Prompt	Not OK	OK
28.	Appendix B	Check that any maintenance due to Mandatory Continuing Airworthiness Instructions (ALI, CMR, TCDS) are included		
29.	Appendix B	Check that any maintenance related to repetitive Airworthiness Directives are included here		
30.	Appendix B	Check that any maintenance related to specific operational/airspace directives/requirements are included here		
31.	Appendix B	Check that any maintenance related to the type of operation or operational approval are included here		
32.	Appendix B	Check that all maintenance recommendations reviewed are listed here, including an indication whether they are adopted, not adopted or adopted with deviations		
33.	Appendix C	If being used, check that the alternative tasks are not less restrictive than the MIP		
34.	Appendix C	If being used, check that the alternative tasks against their source.		

If the review shows discrepancies on the aircraft linked to deficiencies in the content of the AMP, the AMP shall be amended accordingly.

If the review shows deficiencies in the AMP, inform the owner.

Attached documentary evidence of what discrepancies on the aircraft or deficiencies in the AMP were noted.

Signature:

Date: