Irish Gliding and Soaring Association

Annual SDMP Review Form 221b

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| Registration: **EI-G** | SDMP Ref.: | Type: | Form Ref.: **221b/G** |
| Date: | Reviewer: | Serial no.: | Valid for: **SDMP Rev 2.0** |
| 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/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. | | | |

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| **Task** | **Programme Ref.** | **Item** | | | **Not**  **OK** | **OK** |
| 1 | Block 1 | Check aircraft registration, type, serial number and owner’s name are 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 the maintenance due to specific equipment and modifications has been reviewed and noted as adopted / not adopted / deviated from | | |  |  |
| 5 | Block 4 | Check that the maintenance due to repairs implemented has been reviewed and noted as adopted / not adopted / deviated from | | |  |  |
| 6 | Block 4 | Check that the maintenance due to life-limited components has been reviewed and noted as adopted / not adopted / deviated from | | |  |  |
| 7 | Block 4 | Check that the 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 the maintenance related to repetitive Airworthiness Directives has been reviewed and included in the AMP | | |  |  |
| 10 | Block 4 | Check that the maintenance related to specific operational / airspace directives / requirements has been reviewed and noted as adopted / not adopted / deviated from | | |  |  |
| 11 | Block 4 | Check that the 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 App’x 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 the 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 are not adequate | | |  |  |
| 18 | AMC ML.A.302(c)(9) | Consider the results of the Airworthiness Review performed during the year, it may reveal that the AMP are not adequate | | |  |  |
| 19 | AMC ML.A.302(c)(9) | Consider revisions introduced on the documents affecting the programme basis, such as the MLA.302(d) MIP or the DAH’s data | | |  |  |
| 20 | AMC ML.A.302(c)(9) | Consider changes in the a/c configuration and type and specificity of operation. | | |  |  |
| 21 | AMC ML.A.302(c)(9) | Consider changes in the list of owners. | | |  |  |
| 22 | AMC ML.A.302(c)(9) | Consider applicable mandatory requirements for compliance with Part 21such as Airworthiness Directives, airworthiness limitations, certification maintenance requirements and specific maintenance requirements contained in the Type Certificate Data Sheet (TCDS) | | |  |  |
| 23 | Appendix A | Check contents of the MIP to ensure that it isn’t less than EASA | | |  |  |
| 24 | Appendix B | Check that any maintenance related 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. | | |  |  |
| 28 | Appendix B | Check that any maintenance due to Mandatory Continuing Airworthiness Requirements (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 any 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 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. In this case, the person performing the review shall inform the competent authority of the Member State of registry if he/she does not agree with the measures amending the AMP taken by the owner, CAMO or CAO. The competent authority shall decide which amendments to the AMP are necessary, raising the corresponding findings, and, if necessary, reacting in accordance with point ML.B.304. If the review shows deficiencies in the AMP, inform the owner. Attach documentary evidence of what discrepancies on the aircraft or deficiencies in the AMP were noted. | | | | | | |
| Signature: | | | Stamp: | Date: | | |