ML.A.302 Aircraft maintenance programme

Regulation (EU) 2019/1383

1. The maintenance of each aircraft shall be organised in accordance with an AMP.
2. The AMP and any subsequent amendments thereto shall be, alternatively:
    1. declared by the owner in accordance with point (c)(7) of point ML.A.302, where the continuing airworthiness of the aircraft is not managed by a CAMO or CAO;
    2. approved by the CAMO or CAO responsible for managing the continuing airworthiness of the aircraft.

       The owner declaring the AMP in accordance with point (b)(1) or the organisation approving the AMP in accordance with point (b)(2) shall keep the AMP updated.
3. The AMP:
    1. shall clearly identify the owner of the aircraft and the aircraft to which it relates, including any installed engine and propeller, as applicable;
    2. shall include, alternatively:
       (a) the tasks or inspections contained in the applicable minimum inspection programme (‘MIP’) referred to in point (d);
       (b) the instructions for continuing airworthiness (‘ICA’) issued by the design approval holder (‘DAH’);
    3. may include additional maintenance actions to those referred to in point (c)(2) or maintenance actions alternative to those referred to in point (c)(2)(b) at the proposal of the owner, CAMO or CAO, once approved or declared in accordance with point (b). Alternative maintenance actions to those referred to in point (c)(2)(b) shall not be less restrictive than those set out in the applicable MIP;
    4. shall include all the mandatory continuing airworthiness information, such as repetitive ADs, the airworthiness limitation section (‘ALS’) of the ICAs, and specific maintenance requirements contained in the type certificate data sheet (‘TCDS’);
    5. shall identify any additional maintenance tasks to be performed because of the specific aircraft type, aircraft configuration and type and specificity of operation, whereas the following elements shall be taken into consideration as a minimum:
       (a) specific installed equipment and modifications of the aircraft;
       (b) repairs carried out in the aircraft;
       (c) life-limited components and flight-safety-critical components;
       (d)maintenance recommendations, such as time between overhaul (‘TBO’) intervals, issued through service bulletins, service letters, and other non-mandatory service information;
       (e) applicable operational directives or requirements related to the periodic inspection of certain equipment;
       (f) special operational approvals;
       (g) use of the aircraft and operational environment;
    6. shall identify whether the Pilot-owners are authorised to perform maintenance;
    7. when declared by the owner, shall contain a signed statement by which the owner declares that this is the AMP for the particular aircraft registration and that he is fully responsible for its content and, in particular, for any deviations from the DAH’s recommendations;
    8. when approved by the CAMO or CAO, shall be signed by this organisation, which shall retain records with the justification for any deviation introduced to the DAH’s

recommendations;

9. shall be reviewed at least annually in order to assess its effectiveness, and this review shall be performed, alternatively:
   (a) in conjunction with the airworthiness review of the aircraft by the person who performs such an airworthiness review;
   by the CAMO or CAO managing the continuing airworthiness of the aircraft in those cases where the review of the AMP is not performed in conjunction with an airworthiness review.

   If the review shows deficiencies of the aircraft linked with 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 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.

4. A MIP:
   1. shall contain the following inspection intervals:
      (a) for aeroplanes, touring motor gliders ('TMGs') and balloons, every annual or 100-h interval, whichever comes first, to which a tolerance of 1 month or 10 h may be applied. The next interval shall be calculated as from the time the inspection takes place;

      (b) for sailplanes and powered sailplanes other than TMG, every annual interval to which a tolerance of 1 month may be applied. The next interval shall be calculated as from the time the inspection takes place;
   2. shall contain the following, as applicable to the aircraft type:
      (a) servicing tasks as required by the DAH's requirements;
      (b)inspection of markings;
      (c)review of weighing records and weighing in accordance with Regulation (EU) No 965/2012, Regulation (EU) 2018/395 and Regulation (EU) 2018/1976;
      (d) operational test of transponder (if installed);
      (e) functional test of the pitot-static system;
      (f) in the case of aeroplanes:
         1. operational tests for power and revolutions per minute (rpm), magnetos, fuel and oil pressure, engine temperatures;
         2. for engines equipped with automated engine control, the published run-up procedure;
         3. for dry-sump engines, engines with turbochargers and liquid-cooled engines, an operational test for signs of disturbed fluid circulation;
      - (g) inspection of the condition and attachment of the structural items, systems and components corresponding to the following areas:
        - (i) for aeroplanes:
          airframe, cabin and cockpit, landing gear, wing and centre section, flight controls, empennage, avionics and electrics, power plant, clutches and gearboxes, propeller and miscellaneous systems, such as the ballistic rescue system;
        - (ii) for sailplanes and powered sailplanes:
          airframe, cabin and cockpit, landing gear, wing and centre section, empennage, avionics and electrics, power plant (for powered sailplanes) and miscellaneous systems, such as removable ballast and/or drag chute and controls, as well as water ballast system;
        - (iii) for hot-air balloons:
          envelope, burner, basket, fuel containers, equipment and instruments;
        - (iv) for gas balloons:

envelope, basket, equipment and instruments.

As long as this Annex does not specify an MIP for airships and rotorcraft, their AMP shall be based on the ICA issued by the DAH, as referred to in point (c)(2)(b).

5. By derogation from points (b) and (c), a declaration by the owner or an approval by a CAMO or CAO is not required, and an AMP document is not required to be produced when the following conditions are met:
    1. all the ICA issued by the DAH are being followed without any deviations;
    2. all maintenance recommendations, such as TBO intervals, issued through service bulletins, service letters, and other non-mandatory service information, are being followed without any deviations;
    3. there are no additional maintenance tasks to be performed resulting from any of the following:
    (a) specific installed equipment and modifications of the aircraft;
    (b) repairs carried out in the aircraft;
    (c) life-limited components and flight-safety-critical components;
    (d) special operational approvals;(e) use of the aircraft and operational environment.
    4. Pilot-owners are authorised to perform Pilot-owner maintenance.
    This derogation is not applicable if the pilot-owner or, in case of jointly-owned aircraft, any of the pilot-owners is not authorised to perform Pilot-owner maintenance because this has to be specified in the declared or approved AMP.
6. If the conditions provided for in points (e)(1) to (e)(4) are met, the AMP applicable to the aircraft shall consist of the following:
    1. the ICA issued by the DAH;
    2. the maintenance recommendations, such as TBO intervals, issued through service bulletins, service letters, and other non-mandatory service information;
    3. the mandatory continuing airworthiness information, such as repetitive ADs, the ALS of the ICA and specific maintenance requirements contained in the TCDS;
    4. the tasks due to specific operational or airspace directives or requirements in relation to particular instruments and equipment.

AMC1 ML.A.302 Aircraft maintenance programme

ED Decision 2020/002/R

1. The aircraft should only be maintained according to one maintenance programme at a given point in time. Where an owner wishes to change from one programme to another (e.g. from an AMP based on minimum inspection programme (MIP) to an AMP based on DAH’s data), certain additional maintenance may need to be carried out on the aircraft to implement this transition.
2. The maintenance programme may take the format of the standard template provided in AMC2 ML.A.302 (EASA Form AMP). This maintenance programme may include several aircraft registrations as long as the maintenance requirements for each registration are clearly identified.

AMC2 ML.A.302 Aircraft maintenance programme

ED Decision 2020/002/R

EASA FORM AMP The following EASA Form AMP may be used to produce the AMP:

Formular einfügen

GM1 ML.A.302 Aircraft maintenance programme

ED Decision 2020/002/R

The responsibilities associated with maintenance programmes developed in accordance with ML.A.302 are the following:

1. If the owner has contracted a CAMO or CAO in order to manage the continuing airworthiness of the aircraft, this organisation is responsible for developing and approving a maintenance programme which:
    1. indicates whether this programme is based on data from the DAH or on the MIP described in ML.A.302(d);
    2. identifies the owner and the specific aircraft, engine, and propeller (as applicable);
    3. includes all mandatory continuing airworthiness information and any additional tasks derived from the assessment of the DAH's instructions;
    4. justifies any deviations from the DAH's instructions; when the DAH's instructions are the basis for the AMP development, these deviations should not fall below the requirements of the MIP; and
    5. is customised to the particular aircraft type, configuration and operation, in accordance with ML.A.302(c)(5).
2. If the owner has not contracted a CAMO or CAO in order to manage the continuing airworthiness of the aircraft, then the owner is responsible for developing and declaring the maintenance programme, assuming full responsibility for its content, and for any deviations from the DAH's instructions (ref. ML.A.201(f) and ML.A.302(c)(7)) and the possible consequences of such deviations. In this case, these deviations do not need to be justified, but are to be identified in the AMP. However, the maintenance programme still needs to comply with the requirements contained in ML.A.302(c), in particular with the obligation to not fall below the requirements of the MIP and to comply with the mandatory continuing airworthiness information.
3. The content of the owner-declared maintenance programme cannot be challenged up front either by the competent authority or by the contracted maintenance organisation. This declared maintenance programme is the basis for adequate planning of maintenance, as well as for the ARs and the aircraft continuing airworthiness monitoring (ACAM) inspections in accordance with ML.B.303. Nevertheless, the maintenance programme will be subject to periodic reviews at the occasion of the AR and, in case of discrepancies, linked with deficiencies in the content of the maintenance programme, the owner shall amend the maintenance programme accordingly, as required by ML.A.302(c)(9).
4. When the competent authority is notified of deficiencies linked with the content of the declared maintenance programme for a particular aircraft (in case no agreement is reached between the owner and the AR staff about the changes required in the maintenance programme), the competent authority should contact the owner, request a copy of the maintenance programme, decide which amendment to the AMP is necessary and raise the associated finding (ref. ML.A.302(c)(9)). If necessary, the competent authority may also react in accordance with ML.B.304. Based on the information received, the reported deficiencies and the identified risks, the competent authority may in addition adapt the ACAM programme accordingly (ref.|ML.B.303).
5. Although there is no requirement for the owner to send a copy of the maintenance programme

to the competent authority, this does not prevent the competent authority from requesting at any time the owner to send information about, or a copy of the AMP, even if deficiencies have not been reported (see AMC1 ML.B.201).

6. Since the maintenance programme has to identify the alternatives tasks to the DAH's instructions, the ARs and ACAM inspections can place emphasis on the inspection of the areas affected by those deviations in order to make sure that the maintenance programme is effective.
7. Since the competent authority is not responsible for the content of a declared maintenance programme, the competent authority does not authorise the accomplishment of the scheduled maintenance to deviate from the AMP content (other than the tolerances provided for in ML.A.302(d)(1)). In such cases, the owner may declare an amended AMP.

GM2 ML.A.302 Aircraft maintenance programme

ED Decision 2020/002/R

The following table provides a summary of the provisions contained in ML.A.302 in relation to the content of the maintenance programme, its approval and its link with the AR:

	OPTION 1	**OPTION 2**
Responsibility for developing the AMP	Contracted CAMO or CAO	Owner (if allowed under ML.A.201(f))
Approval/declaration of the maintenance programme	Approved by the CAMO or CAO, or none required in case of compliance with ML.A.302(e)	Declaration by the owner or none required in case of compliance with ML.A.302(e)
Basis for the maintenance programme	MIP (not applicable to rotorcraft and airships) or ICA issued by the DAH	
Deviations from the DAH's ICA	Deviations from the DAH's instructions are justified. The CAMO/CAO keeps a record of the justifications and provides a copy of them to the owner.	Deviations do not need to be justified.
AMP annual review	In conjunction with the AR, by the AR staff or, if not performed in conjunction with the AR (e.g. in case of ARC extension), by the CAMO or CAO.	

AMC1 ML.A.302(c) Aircraft maintenance programme

ED Decision 2020/002/R

When evaluating an alternative to a maintenance task issued or recommended by the DAH, such as the extension of TBO intervals, or when considering not to include a maintenance task issued or recommended by the DAH, a risk-based approach should be taken, considering aspects such as the operation of aircraft, type of aircraft, hours and years in service, maintenance of the aircraft, compensating measures, redundancy of components, etc.

The following table provides more details of aspects that should be considered:

	Examples
OPS approval	HIGHER RISK: commercial operation, commercial flight training
	MEDIUM RISK: flight training by an association, non-commercial specialised operations (SPO)
	LOWER RISK: private
Flight rules	HIGHER RISK: instrument flight rules (IFR)
	MEDIUM RISK: visual flight rules (VFR) at night
	LOWER RISK: VFR by day
Aircraft weight	HIGHER RISK: Other than ELA1
	MEDIUM RISK: ELA1 aircraft other than light sport aeroplanes (LSA), very light aircraft (VLA), sailplanes and powered sailplanes
	LOWER RISK: LSA, VLA, sailplanes and powered sailplanes
Who manages the airworthiness of the aircraft?	HIGHER RISK: owner
	LOWER RISK: CAMO/CAO
Who maintains the aircraft?	HIGHER RISK: pilot-owner
	MEDIUM RISK: independent certifying staff
	LOWER RISK: maintenance organisation
Time in service (flight hours, years)	HIGHER RISK: very high number of hours or years
	MEDIUM RISK: medium number of hours or years
	LOWER RISK: low number of hours or years
Aircraft utilisation	HIGHER RISK: less than 50 h per year
	MEDIUM RISK: around 200 h per year
	LOWER RISK: more than 400 h per year
ACAM findings	HIGHER RISK: numerous findings in ACAM or ramp inspections
	MEDIUM RISK: few findings in ACAM inspections
	LOWER RISK: rare findings in ACAM inspections
System redundancy (for components such as engine/propeller)	HIGHER RISK: single-engined aircraft
	LOWER RISK: multi-engined aircraft
Supplementary maintenance measures	HIGHER RISK: no supplementary measures
	LOWER RISK: supplementary measures (such as oil analysis, engine data monitoring, boroscope inspections, corrosion inspections, etc.)
Risk factor of the component failure	HIGHER RISK: engine failure on a helicopter
	MEDIUM RISK: engine failure on an aeroplane
	LOWER RISK: sailplane, or powered sailplane

The above information may be useful for CAMOs and CAOs when developing and approving maintenance programmes, and for the AR staff performing ARs and reviewing the effectiveness of the declared maintenance programme. It may also be useful for the owner in order to take an informed decision before introducing deviations from the DAH’s recommendations. Nevertheless, as allowed by ML.A.302(c)(7) and explained in GM ML.A.302, when the owner issues a declaration for the maintenance programme, they do not need to justify such deviations.

AMC1 ML.A.302(c)(9) Aircraft maintenance programme

ED Decision 2020/002/R

ANNUAL REVIEW OF THE AMP

1. During the annual review of the maintenance programme, as required by point ML.A.302(c)(9), the following should be taken into consideration:
    1. the results of the maintenance performed during that year, which may reveal that the current maintenance programme is not adequate;
    2. the results of the AR performed on the aircraft, which may reveal that the current maintenance programme is not adequate;
    3. revisions introduced on the documents affecting the programme basis, such as the ML.A.302(d) MIP or the DAH's data;
    4. changes in the aircraft configuration, and type and specificity of operation;
    5. changes in the list of pilot-owners; and
    6. 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).
2. 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.
3. 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.

GM1 ML.A.302(c)(2)(b) Aircraft maintenance programme

ED Decision 2020/002/R

'DAH' refers to the holder of a type certificate (TC), restricted type certificate, supplemental type certificate (STC), European Technical Standard Order (ETSO) authorisation, repair or change to the type design.

The 'instructions for continuing airworthiness ('ICA') issued by the design approval holder ('DAH')' do not include the data issued by other original equipment manufacturer (OEM), except when the DAH's ICA makes clear reference to such OEM data.

Tasks or intervals (e.g. escalations) alternative to those of the DAH's ICA and selected by the CAMO or CAO for the AMP do not need to be approved by the competent authority. Justification of these deviations are to be kept by the CAMO or CAO.

GM1 ML.A.302(c)(3) Aircraft maintenance programme

ED Decision 2020/002/R

'Maintenance actions alternative to those referred to in point (c)(2)(b)' refer to when the DAH's ICA are used as the basis for the AMP development and the CAMO, CAO or owner (as applicable), when developing the AMP, decides to deviate from certain of these DAH's instructions, introducing, for example, a less frequent interval or a different task type (inspection instead of check) than the one

established by the ICA.

These alternative maintenance actions shall not be less restrictive than those set out in the applicable MIP. This means that the extent of the maintenance to be covered by the deviating task cannot be less than the extent of the corresponding task in the MIP in terms of frequency and task type.

Examples of alternative maintenance actions:

ICA task	**AMP proposed alternative**	**MIP task**	**Alternative acceptable Yes/No**
Inspection XX 6 months interval	Inspection XX 12 months interval	Inspection XX 12 months interval	Yes
Inspection XX 12 months interval	Inspection XX 24 months interval	Inspection XX 12 months interval	No
Inspection XX 12 months interval	Inspection XX 24 months interval	Inspection XX 12 months interval	No (24 months to be kept)
Functional test system XX	Operational test system XX (same interval) or general visual inspection system XX (same interval)	Functional test system XX (same interval)	No*
Operational test system XX	Functional test system XX (same interval)		

interval)|Yes*|

Inspection XX 24 months interval	Inspection XX 36 months	None relevant	Yes
Functional test	General visual inspection	None relevant	Yes

*A functional test is considered more restrictive than an operational test.

Remark: the above does not apply to one-time interval extensions, for which ML.A.302(d)(1) provides 1-month or 10-h tolerance (i.e. permitted variation) for aeroplanes, touring motor gliders (TMGs) and balloons and 1-month tolerance for sailplanes and powered sailplanes other than TMGs.

GM1 ML.A.302(c)(4) Aircraft maintenance programme

ED Decision 2020/002/R

MANDATORY CONTINUING AIRWORTHINESS INFORMATION OTHER THAN ADS

'Mandatory continuing airworthiness information' other than ADs may be different from one aircraft to an other, depending on the type certification basis used. The aircraft may have been certified before the term 'ALS (Airworthiness Limitations Section)' was introduced in the certification specification (or airworthiness code). However, the intent is that the AMP (whether based on MIP or not) includes all mandatory scheduled maintenance requirements identified during the initial airworthiness activity, by the TC holder, STC holder and, if applicable, engine TC holder. These requirements may be identified under a variety of designations such as:

- Airworthiness limitations or Airworthiness limitation items (ALI)
- Certification maintenance requirements (CMR)

- Safe life items or safe life limits or safe life limitations
- Life-limited parts (LLP)
- Time limits
- Retirements life
- Mandatory Inspections or Mandatory Airworthiness Inspections
- Fuel airworthiness limitations or Fuel tank safety limitations

In case of doubt, it is advised to check the TCDS or contact the DAH.

The intervals of the mandatory continuing airworthiness information cannot be extended by a CAMO/CAO. The escalation of such tasks is to be approved by the Agency.

AMC1 ML.A.302(d) Aircraft maintenance programme

ED Decision 2020/002/R

This AMC contains an acceptable MIP for aeroplanes of 2 730 kg maximum take-off mass (MTOM) and below, and for ELA2 aircraft other than airships, grouped in the following categories:

- aeroplanes of 2 730 kg MTOM and below;
- ELA2 sailplanes and ELA2 powered sailplanes; and
- ELA2 balloons.

These MIPs already comply with the requirements of ML.A.302(d) and may be used in order to define the basic information for the maintenance programme as required by ML.A.302(c)(2)(a). However, the maintenance programme must be customised as required by ML.A.302(c)(5), which may be achieved by using the standard template contained in AMC ML.A.302.

It should be noted that using the 1-month tolerance permitted by ML.A.302(d)(1) for the annual inspection may result in an expired ARC.

MIP for aeroplanes of 2 730 kg MTOM and below

Betrifft Ballone nicht, gelegentlich einfügen.

MIP for ELA2 sailplanes and ELA2 powered sailplanes

Betrifft Ballone nicht - gelegentlich einfügen.

MIP for ELA2 hot-air balloons

To be performed at every 100-h/annual interval, whichever comes first.

A tolerance of 1 month or 10 h may be applied. The next interval shall be calculated from the time the inspection takes place.

Note 1: Use the manufacturer’s maintenance manual to accomplish each task/inspection.

Note 2: Proper operation of backup or secondary systems and components should be carried out wherever a check for improper installation/operation is performed.

(a) Envelope

System/component/area	Task and inspection detail
Identification (type/serial number/registration plate)	Check for presence.
Crown ring	Inspect for damage/corrosion.
Crown line	Inspect for damage, wear, security of attachment. Check correct length.
Vertical-/horizontal-load tapes	Inspect joints with the crown ring, top of the envelope and wires.
	Inspect that all load tapes are undamaged along their entire length.
	Inspect base horizontal tape and edge of the envelope top. Inspect joint between base horizontal-load tape and vertical-load tapes.
Envelope fabric	Inspect the envelope fabric panels (including parachute and rotation vents, if fitted) for damage, porosity overheating or weakness.
	Unrepaired damage is within tolerance provided for by the manufacturer.
	If substantial fabric porosity is suspected, a flight test should be performed, but only after a grab test has demonstrated that the balloon is safe to fly.
	Perform grab test in accordance with the manufacturer’s instructions.
Flying cables	Inspect for damage (particularly heat damage).
Karabiners	Inspect for damage/corrosion. Operational check of karabiner lock.
Melting link and ‘tempilabel’	Check and record maximum temperature indication (flag/tempilabel).
Control lines and attachments	Inspect for damage wear, security of knots.
	Check proper length. Check lines attachments for damage, wear, security.
Envelope pulleys/guide rings	Inspect for damage, wear, free running, contamination, security of attachment.

(b) Burner

System/component/area	Task and inspection detail
Identification (type/serial number/registration plate)	Check for presence.

System/component/area	Task and inspection detail
Burner frame	Inspect welds for cracking.
	Inspect tubes for distortion/deformation/cuts/gouges.
	Inspect frame for security of fasteners (heat shields, flexi-corners).
	Inspect frame lugs for wear and cracking.
	Inspect general condition (corrosion, heat shields).
Gimballing	Operational check of stiffness and security of fasteners.
Leak check	Perform leak check of the burner.
Fuel hoses including manifolds	Inspect all hoses for wear, damage, leakage and service life limitations.
	Inspect O-ring seals, lubricate/replace as required.
Pressure gauges	Check that the pressure gauge reads correctly, and that lens is present.
Pilot valves/flame	Check shut-off, free movement, correct function, and lubricate if necessary.
Whisper valves/flame	Check shut-off, free movement, correct function, and lubricate if necessary.
Main valves/flame	Check shut-off, free movement, correct function, and lubricate if necessary.
Coils	Check for damage, distortion, security of fasteners. Inspect welds for cracking.
	Check security of jets. Tighten or replace, as necessary.

(c) Basket

System/component/area	Task and inspection detail
Identification (type/serial number/registration plate)	Check for presence.
Basket walls	Check the general condition of the basket walls. Inspect weave for damage, cracks/holes. Check for no sharp objects inside the basket.
Basket wires	Inspect for damage, check swaging and eye rings (thimbles).
Karabiners	Inspect for damage/corrosion. Operational check of karabiner lock.
Basket floor	Inspect for damage and cracks.
Runners	Inspect for damage, security of attachment.
Rawhide	Inspect for damage, wear and attachments to the floor.
Rope handles	Inspect for damage, security of attachment.
Cylinder straps	Inspect for damage, deterioration, approved type fitted.
Padded basket edge trim	Inspect for damage and wear.
Burner support rods	Inspect for damage, wear and cracking.
Padded burner support rod covers	Inspect for damage and wear.
Basket equipment	Check presence and functionality.
Pilot restraint and anchor	Inspect for security and condition.
Fire extinguisher	Check expiration date and protection cover.
First aid kit	Check for completeness and expiration date.

(d) Fuel cylinders

System/component/area	Task and inspection detail
Identification (type/serial number/registration plate)	Check for presence.
Cylinder	Check if periodic inspections for each cylinder are valid (date) (e.g. 10 years' inspection).
Cylinder body	Inspect for damage, corrosion.
Liquid valve	Inspect for damage, corrosion, correct operation.
	Inspect O-ring seals, lubricate/replace as required.
Fixed liquid Level gauge	Inspect for damage, corrosion, correct operation.
Contents Gauge	Inspect for damage, corrosion, freedom of movement.
Vapour valve	Inspect for damage, corrosion, correct operation (including regulator).
	Check quick-release coupling for correct operation, sealing.
Padded cover	Inspect for damage. Check for correct thickness.
Pressure relief valve	Inspect for contamination, corrosion. Check service life limit.
Assembly	Inspect, and test for leaks all pressure-holding joints using leak detector.
	Perform functional test

(e) Additional equipment

System/component/area	Task and inspection detail
Instruments	Perform functional check.
Quick release	Perform functional check and inspect the condition of the latch, bridle and ropes for wear and deterioration. Check that the karabiners are undamaged and operate correctly.
Communication/navigation equipment (radio)	Perform operational check.
Transponder	Perform operational check.

GM1 ML.A.302(d)(2) Aircraft maintenance programme

ED Decision 2020/002/R

OPERATIONAL TEST AND FUNCTIONAL TEST

An operational test (or operational check) is a task used to determine that an item is operating normally. It does not require quantitative tolerances.

A functional test (or functional check) is a quantitative check to determine if one or more functions of an item performs within the limits specified in the appropriate maintenance data. The measured parameter should be recorded.

GM1 ML.A.302(d)(2)(d) Aircraft maintenance programme

ED Decision 2020/002/R

OPERATIONAL TEST OF TRANSPONDER

A transponder test that is carried out in accordance with EASA SIB 2011-15 or US Title 14 CFR Part 43 Appendix F is considered to include the MIP task described in ML.A.302(d)(2)(d).

→ ML.A.303