

# ML.A.402 Performance of maintenance

## Regulation (EU) 2019/1383

1. Maintenance performed by approved maintenance organisations shall be in accordance with Subpart F of Annex I (Part-M), Annex II (Part-145) or Annex Vd (Part-CAO), as applicable.
2. For maintenance not performed in accordance with point (a), the person performing maintenance shall:
  1. be qualified for the tasks performed, as required by this Annex;
  2. ensure that the area in which maintenance is carried out is well organised and clean with no dirt or contamination;
  3. use the methods, techniques, standards and instructions specified in the maintenance data referred to in point [ML.A.401](#);
  4. use the tools, equipment and material specified in the maintenance data referred to in point [ML.A.401](#). If necessary, tools and equipment shall be controlled and calibrated to an officially recognised standard;
  5. ensure that maintenance is performed within any environmental limitations specified in the maintenance data referred to in point [ML.A.401](#);
  6. ensure that proper facilities are used in case of inclement weather or lengthy maintenance;
  7. ensure that the risk of multiple errors during maintenance and the risk of errors being repeated in identical maintenance tasks are minimised;
  8. ensure that an error-capturing method is implemented after the performance of any critical maintenance task;
  9. perform a general verification after completion of maintenance to ensure that the aircraft or component is clear of all tools, equipment and any extraneous parts and material, and that all access panels removed have been refitted;
  10. ensure that all maintenance performed is properly recorded and documented.

## AMC1 ML.A.402 Performance of maintenance

### ED Decision 2020/002/R

1. Examples of acceptable methods to record and document the maintenance performed are the following:
  1. a copy of the 100-h/annual inspection checklist with ticks and signature; and
  2. a copy of the release to service indicating the tasks performed.
2. Airborne contamination (e.g. dust, precipitation, paint particles, filings) should be kept to a minimum to ensure aircraft/components surfaces are not contaminated. If this is not possible, all susceptible systems should be sealed until acceptable conditions are re-established.

## AMC1 ML.A.402(b)(7) Performance of maintenance

### ED Decision 2020/002/R

To minimise the risk of errors and to prevent omissions, the person performing maintenance should ensure that:

1. every maintenance task is signed off only after completion;
2. the grouping of tasks for the purpose of sign-off allows critical steps to be clearly identified; and
3. any work performed by personnel under supervision (i.e. temporary staff, trainees) is checked and signed off by an authorised person.

## AMC1 ML.A.402(b)(8) Performance of maintenance

*ED Decision 2020/002/R*

### CRITICAL MAINTENANCE TASKS

The following maintenance tasks should primarily be reviewed to assess their impact on safety:

1. tasks that may affect the control of the aircraft's flight path and attitude, such as the installation, rigging and adjustments of flight controls;
2. tasks that may affect aircraft stability control systems (autopilots, fuel transfer);
3. tasks that may affect the propulsive force of the aircraft, including the installation of aircraft engines, propellers and rotors; and
4. the overhaul, calibration or rigging of engines, propellers, transmissions and gearboxes.

## AMC2 ML.A.402(b)(8) Performance of maintenance

*ED Decision 2020/002/R*

### ERROR-CAPTURING METHODS

Re-inspection, when only one person is available to carry out the task, or independent inspection, are possible error-capturing methods.

→ [ML.A.403](#)

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