

	Private aircraft other than complex motor-powered aircraft (M.A.201(i))		All the other aircraft M.A.201(e), (f), (g), e (h)
	ELA 2 non COM		
	ELA1 non COM		
Development & processing of the approval of the Maintenance Programme	Option 1 – by the Owner/operator (see M.A.302(h) & GM M.A.302(h))		by CAMO of operator or, excluding the case M.A.201(e), by any contracted CAMO
	Option 2 - by CAMO of owner/operator or any (full or limited) contracted CAMO, as applicable (see M.A.201(i)(1)/M.A.201(i)(3) 1 st dash point and GM M.A.201(i), M.A.302(h) and M.A.901(l))		
	Option 3 - by contracted AMO-145 and AMO-MF (see M.A.201(i)(3) 2 nd dash point)		
Basic Info used for the PdM	Maintenance data from the Design Approval Holder and from other sources in accordance with M.A.302(d) and (e)		
	'MINIMUM INSPECTION PROGRAMME- MIP' (see M.A.302(h) & M.A.302(i)) (not applicable to airship)		
Customisation to specific a/c	Complying with M.A.302(e) [including reliability programme if applicable, see M.A.302(f)]		
	Using the template in AMC M.A.302(e) (only for aircraft other than complex motor powered aircraft)		
Approval of the maintenance programme	Direct approval by C-NAA (except in case of Declaration M.A.302(h)4)		
	Indirect approval by CAMO (of the operator or contracted, as applicable and/or required) when authorised and allowed in accordance with Part M, M.1.4 (except in case of Declaration M.A.302(h)4)		
Declaration of the maintenance programme	By the Owner (see M.A.302(h)4, GM M.A.302(h) and GM M.A.901(I)5)	Not Allowed	

Legend: **COM:** commercial operations (rif. M.A.201(e), M.A.201(f) and M.A.201(h))

C- NAA : competent national authority of the state of registry

a/c: aircraft

CAMO: Continuing Airworthiness Management Organisation

AMO: Approved Maintenance Organisation

ELA: European Light Aircraft

ELA1: according to definition of Regulation (EU) n. 1321/2014, as revised

ELA2: according to definition of Regulation (EU) n. 1321/2014, as revised