Part-ML aircraft maintenance programme (AMP)			
Aircraft identification			
1	Registration(s): OE-KML	Type: SKYLANE T182T	Serial no(s): T1829188
	Owner: Mario Luca Giusti		
Basis for the maintenance programme			
2	Design approval holder (DAH) instructions for continued airworthiness (ICA) ☒	Minimum inspection programme (MIP) as detailed in the latest revision of AMC1 ML.A.302(d) ☐ Other MIP complying with ML.A.302(d) ☐ **(List the tasks in Appendix A)**	
Design approval holder (DAH) instructions for continuing airworthiness (ICA)			
3	**Equipment manufacturer and type**		**Applicable ICA reference (revision/date not required assuming the latest revision will always be used)**
For aircraft other than balloons			
3a	Aircraft **(other than balloons)**	Cessna Aircraft Company Cessna T182T TCDS EASA.IM.A.052	Model 182 maintenance manual - Cessna182SMM
3b	Engine (if applicable)	Lycoming engines TIO-540-AK1A	Lycoming Operator's manual IO-540 series, issue no: 60297-10
3c	Propeller (if applicable)	Mc Cauley propeller B3D36C442/80VS-1	Mc Cauley Owner/ Operator Information manual

Additional maintenance requirements to the DAH's ICA or to the MIP (applicable to all AMPs)			
4	**Indicate if any of the following types of repetitive maintenance are included in the AMP (when replying 'YES', list the specific requirements in Appendix B)**	Yes	No
	Maintenance due to specific equipment and modifications		NO
	Maintenance due to repairs		NO
	Maintenance due to life-limited components (this should be only if the MIP is used. Otherwise, this data is already part of the DAH's data used as a basis for the AMP.)		NO
	Maintenance due to mandatory continuing airworthiness information (airworthiness limitations (ALIs), certification maintenance requirements (CMRs), specific requirements in the TCDS, etc.)	YES	
	Maintenance recommendations, such as time between overhaul (TBO) intervals, issued through service bulletins, service letters, and other non-mandatory service information	YES	
	Maintenance due to repetitive ADs	YES	
	Maintenance due to specific operational/airspace directives/requirements (altimeter, compass, transponder, etc.)	YES	
	Maintenance due to the type of operation or operational approvals		NO
	Other		NO
Maintenance tasks alternative to the DAH's ICA (not less restrictive than the MIP)			
5	**Indicate if there is any maintenance task alternative to the DAH's ICA (when 'YES', list the specific alternative maintenance tasks in Appendix C)**	YES	
Pilot-owner maintenance (only for balloons not operated under Subpart-ADD, or sailplanes not operated under Subpart-DEC, or other aircraft operated under Part-NCO) Remark: pilot-owner maintenance is not allowed for aircraft operated by a commercial ATO/DTO			
6	**Does the pilot-owner perform pilot-owner maintenance (ref. ML.A.803)?** If yes, enter the name of the pilot-owner(s) authorised to perform such maintenance: Pilot-owner name: (NOTE)_____ Licence number: (NOTE)_____ Signature: _____ Date: _____ NOTE: It is possible to refer to a list in the case of jointly owned aircraft.		No
Approval/declaration of the maintenance programme (select the appropriate option			
7	Declaration by the owner: ☒	Approval by the contracted CAMO/CAO: ☐	
	'I hereby declare that this is the maintenance programme applicable to the aircraft referred to in block 1, and I am fully responsible for its content and, in particular, for any alternatives tasks to the DAH's data.' Signature/name/date: Gerald Hintermayr i.v, 10.09.2025	Approval reference no of the CAMO/CAO: Signature/name/date:	

Certification statement

8 ***'I will ensure that the aircraft is maintained in accordance with this maintenance programme and that the maintenance programme will be reviewed and updated as required.'***

Signed by the person/organisation responsible for the continuing airworthiness of the aircraft according to ML.A.201:

Owner/Lessee/operator ☒ CAMO/CAO ☐

Name of owner/lessee/operator or CAMO/CAO approval number: Mario Luca Giusti

Address: Via Lunga 33, I-50142 Firenze

Telephone/fax: +39 - 335 334 399

Email: mariolucagiusti@gmail.com

Signature/date: iv. Gerald Hintermayr 10.09.2025

9 Appendices attached:

— Appendix A YES ☐ NO ☒

— Appendix B YES ☒ NO ☐

— Appendix C YES ☐ NO ☒

— Appendix D YES ☒ NO ☐

Appendix A — Minimum inspection programme (MIP)

(only applicable if a MIP different from the one described in AMC1 ML.A.302(d) is used — see Section 2 above)

Detail the tasks and inspections contained in the MIP being used.

Appendix B — Additional maintenance requirements

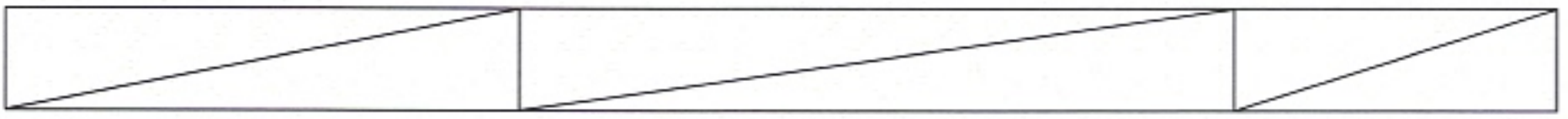
(include only if necessary — see Section 4 above)

This appendix is supposed to include only the tasks which are included in the AMP, either at the recommended interval or at a different one.

(All repetitive maintenance tasks not included here, or the interval differences should be kept by the CAMO/CAO (when contracted) in their files with their corresponding justifications. Appendix D may optionally be used. Nevertheless, the owner/CAMO/CAO is responsible for taking into account all instructions, even if they are not adopted and listed here. The person performing the AR, if reviewing the AMP, is not responsible for the completeness of this appendix, but may do some sampling as part of the investigations and the findings discovered during the physical review).

Task description	**References**	**Interval** (tick box if the selected interval differs from that required in the referenced document)

Maintenance due to specific equipment and modifications		
Maintenance due to repairs		
Maintenance due to life-limited components (This should be only if the MIP is used. Otherwise, this data is already part of the DAH's data used as the basis for the AMP.)		
Maintenance due to mandatory continuing airworthiness instructions (ALIs, CMRs, specific requirements in the TCDS, etc.)		
Oil pressure switch replacement	Model 182 maintenance manual – Chapter 4-11-00	3000HRS
Maintenance recommendations, such as TBO intervals, issued through service bulletins, service letters, and other non-mandatory service information		
Emergency locator transmitters and personal locator beacon — annual testing	**EASA SIB 2019-09**	1 Year
(if not using MIP or equivalent ICA task) Transponder test	**EASA SIB 2011-15**	1 Year
Maintenance due to repetitive ADs		
AD 2015-19-07	Fuel System - Fuel Injector Lines - Inspection / Replacement	100 hrs
AD 2005-0023	Exhaust valve and guide- Inspection	1000 hrs
Maintenance due to specific operational/airspace directives/requirements (altimeter, compass, transponder, etc.)		
LTH 40A- IFR	Überprüfung der Bordausrüstung – AUSTROCONTROL	12 MTHS
Maintenance due to the type of operation or operational approvals		
Other		



Appendix C — Maintenance tasks alternative to the DAH's ICA (~~not less restrictive than the MIP~~ (~~include only if necessary — see Sections 5 above~~)			
Task description	**Recommended interval**	**Alternative inspection/task**	**Amended interval**

Appendix D — Additional information (optional)
This appendix may optionally be used to provide additional information, such as the complete list of AMP tasks or the list of documents (e.g. service bulletins) considered during the development of the AMP.

Revision control of the Aircraft Maintenance Programme		
Rev. no:	**Content of revision**	**Date**
0	Issue of AMP	10.09.2025

Record of periodic reviews of the Aircraft Maintenance Programme	
Describe whether the review has resulted or not in changes to the aircraft maintenance programme	**Date and signature**