

MPLA Guidance Material

This Guidance Material is intended to be used as a step by step process when compiling the data for customising the Irish Aviation Authority Maintenance Programme Light Aircraft Aeroplanes and Helicopters (MPLA/A or MPLA/H) for your aircraft.

Introduction:

The MPLA is being introduced at this time is to meet the changing requirements of EASA Regulation 2042/2003 Part-M, M.A.302 Amended by Regulation 1056/2008, which will be full implemented on the 28 September 2009.

What aircraft are these MPLA's applicable to? (Ref MPLA Chapter 1)

Single and twin piston engine aircraft and single piston engine helicopters below 2730 Kg MTOW operating in the following categories;

- Private
- Commercial Air Transport
- Commercial Operations
- Non-Commercial Air Transport

When Should the MPLA's be submitted to the IAA for approval?

For aircraft holding an Airworthiness Review Certificate (ARC) due to expire before 28th of September 2009 you are required to submit an MPLA for these aircraft at the time of ARC application for renewal.

For aircraft for which the ARC expires after the 28th of September 2009 you should submit the completed MPLA to the IAA as soon as possible but not later than August 2009.

EASA Part-M Sub Part-G approved organisations should submit the MPLA for there contracted aircraft as soon as possible but not later than August 2009 or prior to the granting of Part-M Sub Part-G approval to such organisations.

How to convert from LAMS to the new MPLA.

First access the MPLA applicable to your aircraft type i.e. Aeroplanes or Helicopters from the IAA web site. Save a copy to your own computer files.

The document will be saved as a PDF file with allowable "editable" fields in various chapters that will allow you to add and remove certain text. We will go through the document chapter by chapter and explain the requirements.

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The MPLA is structured as follows,

Section 0	General
Section 1	Introduction
Section 2	Pilot-owner / Subpart G statement
Section 3	Responsibilities and Standards
Section 4	Life Items
Section 5	Manufacturers Special Instructions
Section 6	Approved Pilot-owner Maintenance Tasks
Section 7	Maintenance Programme Light Aircraft Scheduled Tasks

What do the items in red italic text mean?

As we go through the MPLA in various chapters we find red italic text, this is included as an aid to completing the document. Follow these instructions and decide if they are applicable to your aircraft MPLA or not and then remove the red italic text.

Let's begin with the cover page (Page 1)

Ensure you have selected the correct MPLA Document from the IAA web site i.e. MPLA / Aeroplanes or MPLA / Helicopters.

Follow the instructions of the red italic text. When you have made the necessary changes remove the red italic text. This will be the same for every chapter moving forward.

Contents Page 2

No changes should be necessary on this page.

Chapter 0 General

Cover page: no changes should be necessary on this page.

Aircraft applicability list:

For Pilot-owners, enter the aircraft details i.e. aircraft registration, serial number, engine type and propeller type.

Pilot-owners can delete the next paragraph (For aircraft controlled by a Part-M Subpart G organisation Etc.)

Part-M Subpart G organisations are required to comply with the instructions of this paragraph and should **Not** delete this paragraph.

Following the instructions for the remainder of the page, you are required to enter **all** Supplementary Type Certificates embodied on the aircraft whether they have a repetitive maintenance interval or not.

Aircraft applicability list (cont):

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For Airworthiness Directives (AD's), Service Bulletins (SB's), Modifications and Repairs enter only those that have a **repetitive** maintenance action in table 1. On the right hand side of the table enter the aircraft registration and X all boxes below to show that items entered are applicable.

Part-M Subpart G organisation are required to enter all aircraft registrations that this programme is applicable to and X under the registration to show applicability of a particular STC and **repetitive** AD, SB, Modification or Repair.

The repetitive maintenance items are required to be entered up at the end of Chapter 8. This is where we are going to perform the maintenance item and sign off.

Distribution List Page 3:

Self-explanatory, if more copies are required enter details.

Record of Amendments Page 4:

This document will be submitted to the IAA at Issue 1 Revision 0. And the various columns will be filled in.

List of Effective Pages Page 5:

This page may need to be adjusted if you add additional pages to the various chapters.

Chapter 1 Introduction:

Cover page: no changes should be necessary on this page.

Page 1 Introduction:

No changes should be necessary on this page. Read and understand this text taken from the EASA Regulation 2042/2003 and as amended by Regulation 1056/2008.

Chapter 2 Owner / Operator / Sub Part-G Organisation Certification Statement:

Follow the Red italic text and delete as required ensuring to enter name, position (i.e. Pilot-owner or accountable manager for a Sub Part-G organisation) Etc.

Chapter 3 Responsibilities and Standards:

No changes should be necessary to this chapter. You should familiarise yourself with its content.

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Chapter 4 Life Limited Items:

The table below is an example of the items that should be considered, Ultimately the table will list all the life items issued by the Type Certificate holder and equipment manufacturers.

Description	Type	Part No	Overhaul Life	Scrap Life
Engine	TCM-O-470R		1500 Hrs 12Years	
Propeller	BCH-G2YF-1BF		2000 Hrs / 72 Months	
Sealed Lead Acid Battery	Gill		4 Months	On Condition
All Installed Seat Belts and Harness			DVI Every 12 Months	Nil
ELT			Operational Test Every 12 Months	Manufacturers Requirements
First Aid Kit			Contents and Life Every 12 Months	Nil
Airspeed Indicator			Calibration Annual	
Altimeter			Calibration Annual	
Pitot/Static System			Annual Leak Test	

Chapter 5 Manufacturer's Special Instructions: (See also Chapter 8 below for further information)

These items may also be referred to as Manufacturers Special / Supplementary maintenance instructions. For example Cessna issue a large list of these items and certain other manufacturers do the same. Where no Special Instructions are issued by Type Certificate holders or equipment manufacturers then simply insert "Not Applicable To This Aircraft Type"

Chapter 7 provides work sheets for including the various Special Instruction items that can be added to sign off sheets.

Example list only: Owner-Operators need to develop there own list for there aircraft where such information exists.

Manufacturer's Special Instructions

Item No	System	Description	Task to be performed	Frequency
1	Engine Compartment	Engine OIL	Replenish With Straight Oil 100	
2		Induction Air Filter	Renew P/N BA8103-1	
3		Hoses, Metal Lines &	Engine Renewed	

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		Fittings		
4		Intake & Exhaust System	Renew	
5		Vacuum Relief Filter	Not Fitted	
6	Fuel System	Drain fuel & check cells interior attachment & outlet screens	Inspect	
7	Landing Gear	Wheel Bearings	Inspect	
8	Airframe	Gyro central air filter	Renew	
9		Magnetic	Compass Swing	
10	Flight Control System	Elevator trim tab actuator	Lubricate	

Refer to latest revision of Maintenance Manual / Approved Data for specific inspection details.

Chapter 6 Approved pilot –owner Maintenance tasks:

The cover sheet along with page two and three list the EASA Regulation 2042/2003 Part M amended by regulation 1056/2008 and no adjustments should be required. Pilot-owners and Sub Part-G organisations should familiarise themselves with these regulations.

Page 4 Approved Limited Pilot-owner Maintenance Task List:

Reference to AMC Appendix VIII of Regulation 1056/2008 which lists four possible Pilot-owner task list tables for the various aircraft types. Select the table that is applicable to your aircraft type.

The next two paragraphs are copied from page two of Chapter 6

2. Before carrying out any Pilot/Owner maintenance task, the Pilot/Owner must satisfy themselves with the standard maintenance practices for their aircraft and with the aircraft maintenance. If the Pilot/Owner is **not competent** for the task to be carried out, **the task cannot be released by the Pilot/Owner.**

- 3 The Pilot/Owner or his contracted continuing airworthiness management organisation referred to in Part M, Subpart G, Section A. is responsible for identifying the Pilot/Owner tasks according to the basic principals in the maintenance and for ensuring that the document is updated in a timely manner.

Whether you are operating as a private individual or have entered into a contract with an EASA Part-M Sub Part-G organisation and your aircraft is in a controlled environment **you the Pilot-owner are responsible** to ensure that you are competent to perform the task that you have elected to have included in the Approved Limited Pilot-owner Maintenance Task List.

Reference to Chapter 6 page 3 Paragraph (d) Certificate of release to service for Pilot-owner maintenance tasks. For all approved Pilot-owner tasks performed either by a private operator or

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an operator controlled by an EASA Part-M Sub Part-G organisation a Pilot-Owner Certificate Of Release to Service (CRS) must be issued by the Pilot-Owner before flight.

Chapter 7 Scheduled Tasks:

The only changes allowed to this Chapter are the last pages i.e. Manufacturers special instructions taken from chapter 5. along with, Respective Continuing Airworthiness Requirements which are taken from the Chapter 0 General, table 1. STC's, AD's, SB's, Modifications and repairs requiring **repetitive** maintenance actions and filled in there respective work sheets at the end of chapter 7.

Manufacturers Special Instructions shall be included in the Programme by utilising 1 of 2 possible options;

Option 1: Manufacturers Special Instructions shall be individually transcribed into Chapter 5, "*Manufacturers Special Instructions*".

Option 2: Rather than transcribe the Manufacturer's Special Instructions an applicant may choose to insert the Manufacturer's Special Instructions into Chapter 5 directly by photocopying the relevant information from the Manufacturer's Documentation. If this option is chosen the List of Effective Pages section of the Programme (*ref Chapter 0 General*) must be amended to list the exact reference of the Manufacturer's Documentation (page number, revision date).