Maintenance Programme Light Aircraft
MPLA / A

Delete which ever aircraft type is not applicable from the following list,

Fixed Wing Aeroplanes

For

EI-

Where the Maintenance Programme is used by a Part-M, Sub Part-G organisation for multiple aircraft of the same type, then the aircraft registration shown above shall be deleted and the company name inserted.

NOTE: A programme may only be approved for one aircraft type and may not be used for multiple aircraft types. Individual Programme's must be submitted for each aircraft type.

Aircraft Type	
IAA Programme Approval Ref	

NOTE :- Where specific tasks have been mandated by the aircraft Type Certificate Holders, Supplemental Type Certificate Holders, equipment manufacturers, the Irish Aviation Authority or EASA and are not included in this maintenance programme, it is the responsibility of the aircraft owner to insure the required maintenance is performed at the interval specified.

HF This Maintenance Programme is Human Factors Sensitive

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Section 0

General

Aircraft Applicability List

This aircraft Maintenance Programme is applicable only to the following aircraft:

Note: For aircraft which are not operated by an AOC holder, only one aircraft may be listed in this maintenance programme.

Table 1

Registration	A/C Serial No.	Engine Type	Propeller Type

Distribution List

Copy No. 1	Irish Aviation Authority
Copy No 2.	*Owner/Operator (State Name)*
Copy No 3.	*Maintenance Provider (State Company Name or Individual)*
Copy No 4.	*Required if Managed by a Sub Part G Organisation*

Record of Amendments

Revision No	Revision Date	Incorporated By	Incorporation Date
Issue 1 Rev 1	**Feb 2010**	**Original Issue**	**Feb 2010**
Issue 1 Rev 2	**Feb 2013**		
Issue 1 Rev 3	**Jun 2015**		

All changes in this Programme must be approved by the competent authority or a CAMO that have been granted "Indirect Approval" privileges and are entitled to amend it. If the CAMO approves the changes, the owner of the aircraft must have an agreement with the CAMO in question. The CAMO may only approve changes to this programme in accordance with the procedure in their approved CAME and shall forward an amended copy to the IAA.

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Section 1

Introduction

Introduction

This programme shall be modified as appropriate by the owner operator / Sub Part G organisation and may be used for piston engine aircraft below 2,730 kg MTOW. This programmed is applicable to EASA regulated aircraft as per (EC) No. 216/2008 Article 4 operating under any of the following categories;

- Private
- Commercial Air Transport,
- Commercial Operations and
- Non – Commercial Air Transport.

This programme is available for download from the IAA website – *www.iaa.ie*

This Maintenance Programme Light Aircraft - Aeroplanes (MPLA / A) meets the requirement of EASA Regulation (EC) No. 1321/2014 Annex 1 (Part M) However it is the responsibility of owner operator / Sub Part G organisation who choose to use this programme as a basis for developing their own individual company or aircraft programme that they review all relevant EASA, IAA, Type Certificate and Supplementary Type Certificate holder requirements to ensure the latest revisions are incorporated into this programme.

In the case of aeroplanes for which the manufacturer has specified a maintenance programme / schedule, the manufacturer's programme / schedule may be inserted into Section 8 "Scheduled Tasks" and the generic tasks (1 to 134) removed. Alternatively the Owner or Subpart G organisation may choose to amalgamate the manufacturer's maintenance programme / schedule into the generic list combining both to define their aircrafts maintenance programme.

This Maintenance Programme conforms to the requirements of the Generic Maintenance Programme developed to cover a group of similar types of aircraft. This programme is based on the same type of instructions as the baseline maintenance programme as described in AMC M.A.709. Examples could be Cessna 100 Series (covering Cessna 150, 172, 177, etc.).

The aircraft should only be maintained to one approved maintenance programme at a given point in time. Where an owner or operator wishes to change from one approved programme to other, a transfer check or inspection may need to be performed to implement the change.

This programme shall be reviewed annually and amended accordingly when necessary. These reviews shall ensure that the programme continues to be valid in light of the operating experience and instructions from the IAA whilst taking into account new and/or modified maintenance instructions promulgated by the type certificate and supplementary type certificate holders and any other organisation that publishes such data in accordance with Annex (Part-21) to Regulation (EC) No 748/2012.

The programme and any subsequent amendments shall be approved by the Irish Aviation Authority (IAA). (M.A.302 (b))

This programme has been formatted in such a way as to provide provision for the owner operator / Sub Part G organisation to demonstrate compliance with M.A. 302 (d) by compiling the programme through the following;

- By incorporating instructions issued by the Irish Aviation Authority.

- By incorporating recommendations issued by the Airframe, Engine, Propeller and Equipment manufacturers.

- By incorporating instructions for continuing airworthiness issued by the type-certificate, restricted type-certificate and supplementary type-certificate holders of the Airframe, Engine, Propeller and Equipment where applicable.

- Instructions for continuing airworthiness. Issued by the holder of the Type Certificate, Supplemental type certificate, major repair design approval, ETSO authorization or any other relevant approval issued under Regulation (EC) No 748/2012 and its Annex (Part-21), and to in point 21A.90B or 21A.431B or the Annex (Part-21) to Regulation (EC)748/2012. If applicable

This programme contains details, including frequency of all maintenance to be carried out, including any specific tasks linked to the type and the specific operations. (M.A.302 (e))

This programme does not apply to Large Aircraft and therefore does not require a reliability programme (AMC M.A.302(f) Para 2).

When the aircraft continuing airworthiness is managed by an M.A. Subpart G organisation the maintenance programme and its amendments may be approved through a maintenance programme procedure established by such organisation (hereinafter called indirect approval). In that case, the indirect approval procedure shall be established by the continuing airworthiness management organisation as part of the Continuing Airworthiness Management Exposition and shall be approved by the competent authority responsible for the continuing airworthiness management organisation. (M.A.302(c))

The continuing airworthiness management organisation shall not use the indirect approval procedure if authorised by the IAA when this organisation is not under the oversight of the Member State of Registry, unless an agreement exists in accordance with Part-M Point M.1, Paragraph 4(ii) or 4(iii), as applicable, transferring the responsibility for the approval of the sailplane maintenance programme to the competent authority responsible for the continuing airworthiness management organisation.

Human Factors:

HF

In the preparation of this document consideration has been given to the Human Factor elements of ICAO Annex I along with EASA Part 66 requirements for aircraft maintenance engineers. Through out this document we have included prompts to highlight the importance of considering Human Factors. As is the case with all maintenance tasks the responsibility lies with the maintenance engineer performing the task or the pilot owner who has elected to perform and certify Limited Pilot Owner Tasks.

Human Factors Prompt = HF

The absence of such prompts is in no way an indication that Human Factors should not be considered. Human Factors is the responsibility of all who perform and certify maintenance to do every thing within their power to prevent accident and incident to aircraft.

Section 2

Owner / Operator / Sub Part G Organisation Certification Statement

Owner / Operator, / Sub Part G Organisation Certification Statement
(Delete as appropriate)

The undersigned undertakes to ensure that the aeroplane will continue to be maintained in accordance with this approved maintenance programme. It is understood that non compliance with any of the responsibilities and standards may affect flight safety and the safe operation of the aircraft and will invalidate the Certificate of Airworthiness.

When preparing this Programme to meet the requirements of Part M, instructions and recommendations made by the airframe, engine and equipment type certificate holders and any supplementary type certificate holder's have been evaluated and where appropriate have been incorporated.

Where there is conflict between the airframe, engine and equipment type certificate or supplementary type certificate holder's instructions and recommendations and this generic maintenance programme then the former shall take precedence.

This Programme requires an owner/operator / Subpart G organisation to maintain an Irish Aviation Authority approved airframe, engine and where necessary a propeller log book, which will be customised by completing the required continued airworthiness and maintenance details.

In accordance with Part-M.A.302, the data contained in the Programme will be reviewed annually for continued validity.

It is accepted that this Programme does not prevent the necessity for complying with any new or amended regulation published by EASA, or the Irish Aviation Authority, where these new or amended regulations may override elements of this Programme. If the IAA is no longer satisfied that a safe operation can be maintained the approval of the programme of part of it may be suspended or revoked.

Name:		**Status :**	owner/operator, CAMO (Delete as appropriate)
Address:		**Contact Telephone No.**	
Position:		**Date:**	
Signed:For and on behalf of the owner/operator, / CAMO: *(Delete as appropriate)*			

Note: Reference should be made to Part M, M.A.201 (a) and (b) for the owner/operator responsibilities.

Section 3

Responsibilities and Standards

1. Owner/Operator Responsibilities

The owner/operator is responsible for the aeroplanes continuing airworthiness in accordance with Regulation (EC) No. 1321/2014, Appendix 1 (Part M) M.A. 201.

2. Certificate of Release to Service

On completion of any of the Programme maintenance checks, a detailed, referenced entry must be made in the relevant log book(s) with an appropriate certificate of release to service (CRS) by the certifying person.

CRS for aircraft operated for the purpose of commercial air transport shall be issued by a Part-145 organisation. If the CRS is not issued by a Part 145 organisation it shall be issued by an appropriately approved Part 66 licence holder (ref. Part M M.A.801).

For privately operated aircraft of simple design, the pilot-owner may issue CRS in accordance with Part M M.A.803 for maintenance as listed in Part M, Appendix VIII (ref Section 6 of this programme for specific approved tasks).

A CRS issue is not required subsequent to the completion of the Preflight (or Check A for AMPs approved prior to Revision 3).

3. Certifying Persons' Responsibilities

Certifying persons must use their engineering skill and judgment in determining the depth of inspection needed and other matters, which could affect the airworthiness of the aircraft. Certifying persons are responsible for recording in the appropriate log book or worksheet, any defects, deficiencies or additional maintenance required, resulting from the implementation of the Programme and the issue of the certificate of release to service.

4. Performance of Maintenance

All maintenance shall be performed in accordance with the methods, techniques, standards and instructions specified in Part M M.A.402.

5. Airworthiness Life Limitations (Retirement/Scrap Lives)

Airworthiness life limitations shall be those published by the state of design type certificate holder and supplementary type certificate holders. Airworthiness life limitations shall be recorded in the manner specified in section 4 of this Programme or an alternate method acceptable to the IAA.

6. Airworthiness Directives

Airworthiness directives shall be those issued by EASA and the state of design responsible for the type certificate and supplementary type certificates. Where a conflict occurs, the EASA AD takes precedent. Compliance with airworthiness directives shall be recorded in the appropriate section of the associated IAA Log Books or any alternative documents or systems acceptable to the IAA.

7. IAA Generic Requirements

Compliance with IAA Requirements published in Aeronautical Notices shall be recorded in the appropriate section of the associated IAA Log Books or any alternative documents or systems acceptable to the IAA.

8. Overhaul, Additional Inspections and Test Periods

Overhaul, additional inspections and test periods shall be those recommended by the type certificate holder or supplementary type certificate holders. EASA and the IAA may vary or mandate overhaul and test periods and additional inspections by the issue of an airworthiness directive or IAA Requirements.

Compliance with overhaul requirements and additional inspections and test periods shall be recorded in the appropriate section of the associated IAA Log Books or any alternative documents or systems acceptable to the IAA.

9. Instructions for Continued Airworthiness

Instructions for continued airworthiness consist of in-service data published by the type certificate or supplementary type certificate holder in maintenance manuals, service bulletins, service letters etc. to ensure operational safety and reliability, instructions for continued airworthiness must be formally technically assessed and adopted as required by the owner/operator or Part M Subpart G continuing airworthiness management organisation.

Assessment of continued airworthiness instructions shall be recorded in the appropriate section of the associated IAA Log Books or any alternative documents or systems acceptable to the IAA.

10. Modifications or Repairs

EASA approved modifications or repairs, which have been carried out, must be recorded in the appropriate IAA log book(s) or any alternative documents or systems acceptable to the IAA.

Any additional instructions for continued airworthiness due to modifications or repairs shall be recorded in Section 0 of the associated Programme along with inclusion of the specific task in Section 9 “Repetitive Continuing Airworthiness Requirements” (Repetitive CAR’s).

Use of FAA AC43.13-1B. Acceptable Methods, Techniques, and Practices - Aircraft Inspection and Repair and or,
FAA AC 43.13-2B. Acceptable Methods, Techniques, and Practices - Aircraft Alterations
Currently these documents can only be used during the maintenance of the aircraft listed in this programme when agreed with the Type Certificate Holders.

11. Independent Inspections

The type certificate holder or supplementary type certificate holder’s instructions for continued airworthiness should be followed when determining the need for an independent inspection. In the absence of these inspection standards, an independent inspection must be carried out after any flight safety sensitive maintenance task, in accordance with Part M M.A.402 (a) and AMC M.A.402 (a) 4.

12. Scheduled Maintenance Worksheets

Worksheets shall be issued and each task signed off. These worksheets become part of the maintenance records that must be retained in accordance with Part M M.A.305(h) by the owner/operator. All additional maintenance carried out should be certified on suitably referenced worksheets and included in the aircrafts records. Scheduled maintenance worksheets and additional worksheets shall be cross-referenced and recorded in the certification areas of the

IAA log book(s) or any alternative documents or systems acceptable to the IAA, giving details of airworthiness directives, component changes, scheduled and any additional maintenance carried out.

13. Defects

Any defect that hazards seriously the flight safety shall be rectified before further flight. Only authorised certifying staff on behalf of a Subpart F or a Part 145 maintenance organisation and / or a Part 66 licence holder can decide, using maintenance data, whether an aircraft defect hazards seriously the flight safety and therefore decide when and which rectification action shall be taken before further flight and which defect rectification can be deferred. Any aircraft defect that would not hazard seriously the flight safety shall be rectified as soon as practicable, after the date the aircraft defect was first identified and within any limits specified in the maintenance data. Any defect not rectified before flight shall be recorded in the aircraft maintenance record system.

14. Definitions

Throughout the Programme the following terms and abbreviations have the stated definitions;

Service/lubrication (SERVICE/LUB)

The term 'service or lubrication' requires that a component or system should be serviced and/or replenished as necessary with the correct fuel, oil, grease, water, oxygen, etc., to a condition specified in the appropriate maintenance manual. The term may also be used to require filter cleaning or replacement.

Inspect (INSP)

An 'inspection' is a visual check performed externally or internally in suitable lighting conditions from a distance considered necessary to detect unsatisfactory conditions/discrepancies using, where necessary, inspection aids such as mirrors, torches, a magnifying glass etc. Surface cleaning and removal of detachable cowlings, panels, covers and fabric may be required to be able to satisfy the inspection requirements.

Operational check (OP/C)

An 'operational check' is a test used to determine that a system or component or any function thereof is operating normally.

Functional check (F/C)

A 'functional check' is a detailed examination of a complete system, sub-system or component to determine if operating parameters are within limits of range of movement, rate of flow,

temperature, pressure, revolutions per minute, degrees of travel, etc., as specified in the appropriate maintenance manual. Measured parameters must be recorded in the associated work pack.

Check (CHK)

A 'check' is the verification of compliance with the type design organisation's instructions for continuing airworthiness.

Detailed Visual Inspection (DVI)

An intensive visual examination of a specific structural area, system, installation or assembly to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate by the inspector. Inspection aids such as mirrors, magnifying lenses, etc may be use. Surface cleaning and elaborate access procedures may be required.

Section 4

Life Limited Items

All items with an overhaul or scrap life as specified by the TC Holder, STC Holder or Equipment manufacturer shall be listed in Table 2 below.

Note: No variation or escalation is allowed on components for which an ultimate (scrap) or Retirement life or an Overhaul limit has been prescribed.

Table 2:

Item / Component	Type/Make/Model	Part No	Overhaul Life	Scrap Life

Section 5

Manufacturer's Special Instructions

Special instructions issued by the manufacturer are those additional tasks required by the manufacturer outside of the normal scheduled maintenance tasks listed in Section 8. Depending on the manufacturer these tasks may be classified as special, additional, supplementary or out of phase inspections / maintenance tasks. These inspections / maintenance tasks shall be listed in Table 3 below. The associated task intervals shall also be listed.

Example: Tasks as listed in the manufacture's special inspection section of the aircraft, engine or equipment maintenance manual.

Table 3:

Item No	Manufacturer's Reference Document	Task to be performed	Frequency

Section 6

Limited Pilot-Owner Maintenance Tasks

NOTE :- A Pilot – Owner shall only certify for tasks listed in this Section which relate to them by name– *Limited Pilot Owner Maintenance Tasks (Section 6).*

The following is considered the list of Limited Pilot-owner maintenance tasks as specified in Part-M Appendix VIII (ref 1321/2014).

In addition to the requirements laid down in Annex 1 (Part M, ref 1321/2014), the following basic principals are to be complied with before any maintenance task is carried out under terms of the Pilot-owner maintenance.

(a) Competence and responsibility

1. The Pilot-owner is always responsible for any maintenance they perform.

2. Before carrying out any Pilot-owner maintenance task, the Pilot-owner must satisfy themselves that they are competent to do the task. It is the responsibility of the Pilot-owner to familiarise themselves with the standard maintenance practices for their aircraft and with the aircraft maintenance program. 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 their 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 this maintenance programme and for ensuring that the document is updated in a timely manner.

(b) Task.

The Pilot-owner may carry out simple visual inspections or operations to check for general condition and for obvious damage and normal operation of the airframe, engine, systems and components.

Maintenance tasks **shall not** be carried out by the Pilot-owner when the task:

1. Is critically safety related, whose incorrect performance will adversely affect the airworthiness of the aircraft or is a flight safety sensitive maintenance task as specified in point M.A.402(a) and/ or,

2. Requires the removal of major components or major assembly and/or,

3. Is carried out in compliance with an Airworthiness Directive (AD) or an Airworthiness Limitation Item (ALI), unless specifically allowed in the AD or the ALI and/or,

4. Requires the use of special tools, calibrated tools (except torque wrench and crimping tool) and/or,

5. Requires the use of test equipment or special testing (e.g. none destructive testing (NDT), system tests or operational checks for avionic equipment) and/or,

6. Is composed of any unscheduled special inspections (e.g. heavy landing check) and/or,

7. Is effecting systems essential for the IFR operation and/or,

8. Is listed in Part M Appendix VII “Complex Maintenance Tasks” (ref 1321/2014) or is a component maintenance task in accordance with point M.A. 502(a),(b),(c) or (d)

The criteria 1 to 8 listed above can not be overridden by less restrictive instructions issued in accordance with "M.A. 302(d) Maintenance.

Any task described in the aircraft flight manual as preparing the aircraft for flight (Example, assembling the glider wings or pre-flight), is considered a Pilot task and not a Pilot-owner maintenance task and therefore does not require a Certificate of Release to Service.

(c) Performance of the maintenance Pilot-owner tasks and records

The maintenance data as specified in point M.A.401 must always be available during the conduct of Pilot/Owner maintenance and must be complied with. Details of the data referred to in the conduct of Pilot/Owner Maintenance must be included in the Certificate of Release to Service in accordance with point M.A.803 (d)

The Pilot-owner must inform the approved continuing airworthiness management organisation responsible for the continuing airworthiness of the aircraft (if applicable) not later than 30 days after completion of the Pilot-owner maintenance task in accordance with point M.A.305 (a)

(d) Certificate of Release to Service for Pilot-owner maintenance tasks.

The wording of the Certificate of Release to Service for Pilot/Owner maintenance tasks can be found in EASA Regulation 1321/2014 Part M AMC M.A.801(f) 1.(b).

(e) Ref M.A.803, to qualify as a Pilot-owner, the person must:

1). hold a valid pilot licence (or equivalent) issued or validated by a Member State for the aircraft type or class rating; and

2) Own the aircraft, either as sole or joint owner; that owner must be:

(a) One of the natural persons on the registration form; or

(b) A member of a non-profit recreational legal entity, where the legal entity is specified on the registration document as owner or operator, and that member is directly involved in the decision making process of the legal entity and designated by that legal entity to carry out Pilot-owner maintenance.

(f) Approved Pilot-owner maintenance tasks

The following list submitted by the Pilot-owner or their contracted continuing airworthiness management organisation referred to in Part M, Subpart G, Section A. is approved under the maintenance programme approval for this aircraft.

Note: Select the appropriate Pilot-Owner task list from the tables included in AMC Appendix VIII and enter the tasks which you elected to perform in the table below.

HF

The tasks listed in Table 4 below specify items that may be completed by a pilot owner who holds a current and valid pilot licence for the aircraft type involved and who meets the competence and responsibility requirements of Appendix VIII to Part-M. To perform Maintenance on your aircraft you should have all the current maintenance data and tooling available. If you are not fully satisfied that you can competently perform a particular maintenance task for which you have elected to perform and are named below then do not proceed, seek guidance from you maintenance provider.

Limited Pilot-Owner Maintenance Task List;-

This section applies only to privately operated aeroplanes of simple design with a MTOW of less than 2730 kg. All Limited Pilot Owner Maintenance Tasks shall be associated with a named Pilot-Owner.

Note: The tasks listed in Table 4 below which are identified by ** shall exclude IFR operations following Pilot / Owner Maintenance. For these aircraft to operate under IFR operations, these aircraft shall be released by an appropriate licensed engineer.

Pilot/Owner Name	License/Rating	License Number	Valid until:

Task	Pilot/Owner Name	Aircraft Reg

Table 4:

Note:- In relation to Defects, the Pilot / owner may not "Troubleshoot" the defect and can not decide when and which rectification action shall be taken before flight. This must be completed by an appropriately licensed Part 66 engineer or an appropriately approved Subpart F / Part 145 organisation.

Section 7

Variations to the Check Cycle

Permitted Variations to Inspection Periods (ref. AMC 302(d)).

Option 1: Where the TC/STC holder has not prescribed any variation that may be applied to inspection intervals, the operator may vary the periods prescribed by this Programme provided that such variations are within the limits of Table 5 below.

Option 2: Where the TC/STC holder has prescribed tolerances that may be applied to inspection intervals in the Programme, the operator shall use those tolerance and not those prescribed in Table 5 below.

Note: The Programme must specify which of the above is being used. Variations shall be permitted only when the periods prescribed by this Programme cannot be complied with due to circumstances, which could not reasonably have been foreseen by the operator. Particulars of every variation shall be entered in the appropriate Log Book(s).

Table 5 - Maximum Variation to the Prescribed Inspection Intervals:

Items Controlled by Flying Hours.	**Maximum Variation**
5,000 flying hours or less	10%
More than 5,000 flying hours	500 flying hour
Items Controlled by Calendar Time	**Maximum Variation**
1 year or less	10% or 1 month, whichever is the lesser
More than 1 year but not exceeding 3 years	2 months
More than 3 years	3 months
Items Controlled by Landing / Cycles	**Maximum Variation**
500 landings / cycles or less	5% or 25 landings / cycles whichever is the lesser
More than 500 landings / cycles	5% or 250 landings / cycles whichever is the lesser
Items Controlled by More Than One Limit	
For items controlled by more than one limit, e.g. items controlled by flying hours and calendar time or flying hours and landings/cycles, the more restrictive limit shall be applied.	

HF

1 Permitted variations for tasks controlled by flying hours should not be understood to be a maintenance planning tool, but as an exceptional means to allow the operator to fly for a limited period of time until the required check is performed.

2 Permitted variations may not be applied to A.D's, airworthiness life limitations or overhaul and test periods tasks included in the Maintenance Programme, or tasks which have been classified as mandatory by the Type Certificate / Supplemental Type Certificate holder or the IAA..

3 Any application of a permitted variation to the maintenance check cycle period must be recorded in the appropriate log book(s) together with the reason for the variation, by a person who is authorised to sign the log book entry for that particular check. Details of the permitted variation must be made visible to the pilot.

4 Any application of a permitted variation is not required to be deducted from the next scheduled check unless otherwise specified by the TC / STC holder.

Note 1: Piston Engine Overhaul Periods

Please refer to the Irish Aviation Authority Aeronautical Notice **A43A** at its latest issue for further details.

Note 2: Mandatory 50 hour / 6 month Inspections

Please refer to the Irish Aviation Authority Aeronautical Notice **A12** at its latest issue for further details.

Note 3: Continuous Airworthiness Management Exposition

Subpart G organisation shall specify in the CAME their procedures to assess, apply, control and record variations to the Maintenance Check Cycle for their aircraft.

Applying Variations: *(Select one of the 2 options below and delete the other)*

Option 1 - Variations to the prescribed inspection intervals will be applied as per the rules of Table 5 of this programme

Option 2 - Variations to the prescribed inspection intervals will be applied as per the tolerances stated by the TC / STC holder.

Note: If Option 2 is selected then Table 6 should be amended to reflect the tolerances prescribed by the TC / STC holder.

Section 8

Scheduled Tasks

Introduction:

This section of the MPLA has been developed to provide Owners and Subpart G organisations with a set of generic maintenance tasks that may be used for aircraft for which the manufacturer has not specified a unique maintenance programme / schedule. These tasks, in conjunction with Section 4 “Lifed Items” and Section 5 “Manufacturers Special Inspections” and tasks specified by the IAA and also tasks mandated through Airworthiness Directives (ref. Section 9) combine to define a maintenance programme.

Manufacturers Maintenance Programmes / Schedules:

In the case of Aircraft for which the manufacturer has specified a maintenance programme / schedule, the manufacturer’s programme / schedule may be inserted into this Section and the generic tasks removed. Alternatively the Owner or Subpart G organisation may choose to amalgamate the manufacturer’s maintenance programme / schedule into the generic list combining both to define their aircrafts maintenance programme.

The Maintenance Check Cycle

For Owners / Subpart G organisations controlling aircraft for which a manufacturer’s programme / schedule is not available the maintenance Check Cycle for the generic list of tasks is in this Section (task 1 – 134) is stated in **Table 6**.

For Owners / Subpart G organisations controlling aircraft for which a manufacturer’s programme / schedule is available or who choose to amalgamate the manufacturer’s maintenance programme / schedule into the generic list combining both to prescribe their aircrafts maintenance programme they should delete the generic Maintenance Check Cycle in Table 6 and specify their own Maintenance Check Cycle as prescribed by the associated manufacturer.

The Maintenance Check Cycle (applies only to generic list of tasks, 1 – 134)

Table 6

Task	Content	Frequency	Reference Document
Pilot pre-flight	Refer to aeroplane flight manual and tasks A1 to A11	Prior to every flight	MPLA
50 hour check	50 hour check items	Not exceeding 50 flying hours or 6 months, whichever is the sooner	MPLA
150 hour check	50 and 150 hour check items	Not exceeding 150 flying hours	MPLA
Annual check	50, 150 hour and annual check items	Not exceeding 12 months	MPLA

Owner / Subpart G organisation shall specify their Maintenance Check Cycle in the table provided above. The items specified in this example are only applicable to the generic list of tasks prescribed in the following pages (items 1 to 134). If the programme is based on the manufacturer's recommendations then the items listed above should be deleted and the manufacturer's maintenance check cycle listed.

Pre-flight checks shall be carried out i.a.w. with the Aeroplane Flight Manual.

Pre-Flight Items – Items A1 to A11

Check Item	Location	Inspection Required	Description of Work to be Performed
A1	General		Remove frost, snow or ice, if present. Check that the aircraft documents are available and in order. Ensure all loose equipment is correctly stowed and the aircraft is free of extraneous items. If the aeroplane has <u>not</u> been regularly used, ensure before resumption of flying that: • Either the engine has been turned weekly or run fortnightly; or • The manufacturer's recommendations have been complied with; Compression appears normal when the engine is turned by hand; and previously reported defects have been addressed.
A2	Powerplant/ Engine	Check Inspect Inspect Check	• Oil Level, Security of filler cap and dipstick. • Engine, as visible, for leaks, signs of overheating, and security of all items. • Air filter/intake for cleanliness, security of cowlings, access doors and panels.
A3	Propeller	Inspect	Blades and spinner for damage and security.
A4	Windscreen	Inspect	For damage and for cleanliness.
A5	Fuel system	Check	Check visually that quantities are compatible with indicator readings. Drain fuel sample from each drain point into a transparent container and check for water, foreign matter and correct colour.
A6	Wings	Inspect Inspect Test	Skin covering, bracing wires, struts and flying control surfaces for damage and security of all items. Pitot static vents, fuel vents and drain holes for freedom from obstruction. Operation of stall warning device.

Pre Flight – Prior to each flight (continued)

Check Item	Location	Inspection Required	Description of Work to be Performed
A7	Landing Gear	Check	Shock absorbers, struts for leaks and that extension appears normal.
		Check	Tyres for inflation, damage and creep.
A8	Fuselage and empennage	Inspect	Brake installation for external evidence of leaks and for damage and security.
		Inspect	Skin covering, bracing wires, struts and flying control surfaces for damage and security of all items.
		Inspect	Drain holes and vents for freedom from obstruction.
		Inspect	Radio aerials for damage and security.
A9	Cabin	Check	Flying and engine controls, including trimmers and flaps, for full and free movement in the correct sense.
		Check	Brake operation is normal.
		Check	Instrument readings are consistent with ambient conditions. Perform manual override and disengagement check on auto-pilot.
		Check	Avionic equipment operation, using self-test facilities where provided.
		Inspect	Seats, belts and harnesses for satisfactory condition, locking and release.
		Check	Emergency equipment properly stowed and inspection dates valid.
		Test	Operation of electrical circuits.
		Inspect	Cabin and baggage doors for damage, security and for correct operation and locking.
		Check	Markings and placards are legible.

Pre Flight – Prior to each flight (continued)

Check Item	Location	Inspection Required	Description of Work to be Performed
A10	Agricultural operations	Inspect	Hopper lid, tank, pump, boom assemblies, pipe runs, blowers and spreaders for damage and security.
		Check	Emergency dump doors, fan brake and pump control for correct operation.
		NOTE	At the earliest opportunity, the aeroplane must be completely cleaned to remove chemicals, and an inspection of those parts of the structure which are likely to have been contaminated, e.g. skin/covering and exposed control cables, carried out before the aeroplane is returned to service.
A11	Marine aircraft	Inspect	Hull floats, spreaders, struts, bracing wires, water rudders and alighting gear for damage, security and corrosion.
		Drain	All bilge compartments.
		Check	Water rudder system for full and free movement in the correct sense.

HF

Consideration should be given by the Pilot / Engineer that the Preflight prior to first flight of the day may be the last inspection to be performed on the aircraft prior to flight. If an item does not look correct then possible action needs to be taken to rectify the situation to prevent an accident or incident occurring.

Work Pack Cover Page

Maintenance Organisation / Pilot-Owner / AME Name	
Approval Reference or AME No:	
Workpack Ref:	
Site where maintenance being accomplished:	
Page 1 of	**Note:** Enter total pages of Workpack issued

Aircraft Registration: EI -

	Type	Serial Number	Total Flying Hours	Hours since new / overhaul
Aircraft				
Engine 1				
Engine 2				
Propeller 1				
Propeller 2				

Check Start Date		**Check Completion Date**	

Maintenance Manual Reference **Note:** Maintenance manuals must be those specified in the maintenance contract.	**Issue / Revision No.**	**Date**
Airframe		
Engine		
Propeller		

- All Maintenance Data used must be to the latest revision status.
- All tools and ground equipment must be removed from the aircraft flowing maintenance and accounted for.
- Correct grade of oil and grease used where necessary. All tank caps and covers closed as required.
- If distracted in the performance of a task consider going back three steps to stop any omission.
- Consider the effects of Complacency, Knowledge, Teamwork, Distractions, Fatigue, Lack of Resources, Pressure, Lack of Assertiveness, Lack of Communication, Norms (deviation from procedure), Stress and Lack of Awareness.

HF

Final Checks (include with all checks except for Preflight)

Task No.	Task Description	Task Code	Task Interval	Performed	Inspected

Ground Run:

1	Engine # **1** - Powerplant, liquid, air and gas systems for leaks during and following ground run.	INSP	All Checks		
2	Engine # **2** - Powerplant, liquid, air and gas systems for leaks during and following ground run.	INSP	All Checks		
3	Instruments, systems and services. Radio for electromagnetic interference.	OP/C	All Checks		
4	Engine # **1 -** Following ground run, ensure all cowlings, access panels and doors are secure.	CHK	All Checks		
5	Engine # **2 -** Following ground run, ensure all cowlings, access panels and doors are secure.	CHK	All Checks		

Certification:

6	Workpack and Log Book entries have been completed and certified. Ensure items due in accordance with the relevant approved IAA Log Books or the alternative document or system acceptable to the IAA have been accomplished and certified.	CHK	All Checks	**N / A**	

Type Certificate and Schedule Review:

7	Aeroplane complies with the type certificate data sheet.	CHK	Annual	**N / A**	
8	Mandatory placards are installed and legible.	CHK	Annual	**N / A**	

Notes:
1. Certifying Person Refer to Section 3
2. Inspectors must be proven competent to ensure that all required maintenance tasks are carried out and where not completed or where it is evident that a particular maintenance task cannot be carried out to the maintenance data, then such problems will be reported to the certifying person for appropriate action.
3. Performers must be proven competent to carry out maintenance tasks to any standard specified in the maintenance data and will notify supervisors of defects requiring rectification to re-establish required airworthiness standards.

MPLA / A

50 Hour / 6 Months Check: Task Nos. 1 – 37

Task No.	Task Description	Task Code	Task Interval	Performed	Inspected

Structural / Zonal:

9	External structure of fuselage, mainplanes, empennage, cowlings, nacelles, control surfaces, flaps and other high lift devices.	INSP	50 FH / 6 months		
10	Surface de-icer system.	INSP	50 FH / 6 months		
11	Normal and emergency doors and windows, door hinges, door hinge attachment points, required placards and operating instructions.	INSP	50 FH / 6 months		
12	Doors, hatches and windows latching and locking.	OP/C	50 FH / 6 months		
13	Agricultural Installations: Hopper, hopper lid, tank, pump, fan, boom assemblies, pipe runs, blowers and spreaders.	INSP	50 FH / 6 months		
14	Agricultural Installations: Emergency dump doors, fan brake and pump control.	OP/C	50 FH / 6 months		
15	Marine Aircraft: Hull, floats, spreaders, struts, bracing wires, water rudders, alighting gear and bilge compartments.	INSP	50 FH / 6 months		
16	Marine Aircraft: Water rudder system.	OP/C	50 FH / 6 months		

Landing Gear:

17	Landing gear assemblies, shock-absorber struts/units for leaks and correct extension, brake system, brake linings, drums/discs, wheels and tyres.	INSP	50 FH / 6 months		
18	Tyre pressures, hydraulic brake system fluid level.	Service	50 FH / 6 months		

Task No.	Task Description	Task Code	Task Interval	Performed	Inspected
	Flying Controls:				
19	Primary/secondary flight controls and trim systems for full and free movement in the correct sense. Position indicators agree with surface movement.	OP/C	50 FH / 6 months		
	Liquid, Air and Gas Systems:				
20	Hydraulic, pneumatic, vacuum and other fluid systems.	INSP	50 FH / 6 months		
21	Fluid levels in reservoirs and accumulator pressures.	Service	50 FH / 6 months		
22	Pitot/static system vents, pitot head and drains clear. Pitot head correctly aligned.	INSP	50 FH / 6 months		
	Equipment and Environmental:				
23	Correct stowage of equipment, validity of date on emergency equipment.	CHK	50 FH / 6 months		
24	Seats, belts/harnesses, attachment, locking and release.	INSP	50 FH / 6 months		
25	Fire extinguisher for leakage or discharge and security of attachment.	CHK	50 FH / 6 months		
	Lubrication:				
26	Lubricate aeroplane in accordance with type design organisation recommendations.	CHK / LUB	50 FH / 6 months		
	Powerplant Installation:				
27	Engine and propeller controls for full and free movement – throttle, mixture, carburettor heat, cowl flaps and propeller pitch.	OP/C	50 FH / 6 months		
28	Powerplant installation.	INSP	50 FH / 6 months		

Task No.	Task Description	Task Code	Task Interval	Performed	Inspected
	Air Induction:				
29	Air filter, intake and induction system and turbocharger impeller.	INSP	50 FH / 6 months		
	Exhaust:				
30	Exhaust manifold, mufflers.	INSP	50 FH / 6 months		
	Engine Lubrication:				
31	Magnetic plugs.	CHK	50 FH / 6 months		
32	Engine oil change. Oil filter. Screen. **Note:** due every 50 flying hours or In accordance with type design organisation recommendations. Next due:	Service	50 FH / 6 months		
	Fuel System:				
33	Filters for cleanliness and tank vents unobstructed. Drain samples from all drain points and check for presence of water, foreign matter and correct colour. Note: On completion ensure the correct closure of all drains, valves etc.	CHK	50 FH / 6 months		
	Propellers:				
34	Blades, spinner and backplate.	INSP	50 FH / 6 months		
35	Accumulator dome pressure.	CHK	50 FH / 6 months		
	Electrical System:				
36	Battery, stowage/compartment, vents and drains. Electrolyte level.	INSP & SERVICE	50 FH / 6 months		
37	Alternator/generator drive belt tension and condition.	INSP	50 FH / 6 months		

MPLA / A

150 Hour Check (includes 50 Hour / 6 Months Check): Perform Task Nos. 1 – 90

Task No.	Task Description	Task Code	Task Interval	Performed	Inspected

Structural/Zonal:

38	Internal structure of fuselage, floors, bulkheads, mainplanes, nacelles, empennage. Control surfaces, flaps and other high lift devices, structural attachment joint assemblies, struts, bracing wires and their attachments.	INSP	150 FH		
39	Wooden/Composite Construction: Vent holes, glued joints, bonded assemblies, protective treatments and finishes. **Note:** The need for removal of fabric for detailed inspection of attachments must be assessed when accomplishing this task at the annual check.	INSP	150 FH		
40	Internal corrosion protective treatments, drain holes and paths.	INSP	150 FH		
41	Static discharge wicks and attachment bases.	INSP	150 FH		

Landing Gear:

42	Structural members, attachment fittings, pivot points, shock absorbing devices, bungee rubbers, torque links, shimmy dampers, main wheels, nose/tail wheels, bearings, skids, hoses and lines, hydraulic and electric actuators, jacks, struts and wheel fairing. **Note:** Carry out with weight off the landing gear.	INSP	150 FH		
43	Main and parking brake systems, anti-skid devices.	OP/C	150 FH		
44	Normal/emergency retraction and extension, locking devices, doors and operating linkages, indicators and warning devices.	OP/C	150 FH		
45	Hydraulic/pneumatic operating system.	CHK	150 FH		

Task No.	Task Description	Task Code	Task Interval	Performed	Inspected
Flying Controls:					
46	Hinges, brackets, push-pull rods, bellcranks, control horns, balance weights, cables, pulleys, chains, tubes, guides, fairleads, rollers, tracks, rails, screwjacks/rams, auxiliary gearboxes and other power-operated systems. **Note:** The need for removal of flying control cables and control system components for detailed inspection must be assessed when accomplishing this task at the annual check.	INSP	150 FH		
47	Turnbuckles, locking devices in safety.	CHK	150 FH		
48	Flap asymmetric protection mechanisms.	INSP	150 FH		
Liquid, Air and Gas systems:					
49	Tanks, power packs, valves, pipelines, hoses, actuators, filters and venturis.	INSP	150 FH		
Equipment and Environmental:					
50	Cabin air system, heater and blower.	INSP & OP/C	150 FH		
51	Air conditioner, oil level.	OP/C & Service	150 FH		

Task No.	Task Description	Task Code	Task Interval	Performed	Inspected

Powerplant Installation: ENGINE # 1

52	Crankcase, accessory housings, cylinder assemblies, accessory drive belts, accessories, engine shock mounts, mount frames, bulkheads, firewalls and sealing, cooling baffles, cowlings, breathers and vents and items in engine bay for mutual interference.	INSP	150 FH		
53	Valve operating mechanism. **Note:** In accordance with type design organisation recommendations. Next due:	CHK	150 FH or see Note		
54	Cylinder compression and leakage. Record results below. Method:	CHK	150 FH		

Eng Cyl	Result	Eng Cyl	Result
1		**4**	
2		**5**	
3		**6**	

Task No.	Task Description	Task Code	Task Interval	Performed	Inspected

Air Induction: Engine # 1

55	Carburettor heat, alternative air bypass doors and control system.	INSP & OP/C	150 FH		
56	Flame traps, drains.	INSP	150 FH		

Ignition: Engine # 1

57	Magnetos, harnesses, leads, switches, starting vibrators, contact breakers, cooling system and ventilators.	INSP	150 FH		
58	Magneto internal timing and timing to engine.	CHK	150 FH		
59	Magneto cam. **Note**: In accordance with type design organisation recommendations. Next due:	LUB	150 FH		
60	Spark plugs. **Note**: In accordance with type design organisation recommendations. Next due:	CHK	150 FH or see Note		

Exhaust: Engine # 1

61	Cabin heat exchanger.	INSP	150 FH		
62	Turbocharger, control system, pipelines and hoses.	INSP	150 FH		

Engine Lubrication: Engine # 1

63	Tanks, sumps, coolers, hoses, pipelines and vents.	INSP	150 FH		
64	Engine controls in accordance with type design organisation recommendations.	LUB	150 FH		

Task No.	Task Description	Task Code	Task Interval	Performed	Inspected

Fuel System: Engine # 1

65	Tanks, filler caps, selector valves, pumps, pipelines, hoses, carburettor, injector systems, throttle, mixture control, fuel selector control and filler point placard.	INSP	150 FH		

Propeller: Engine # 1

66	Hub, constant speed unit, governor, accumulator, de-icing boots, slip ring and brushes, fluid systems and control system.	INSP	150 FH		
67	Pitch change mechanism for backlash.	CHK	150 FH		
68	Lubricate propeller in accordance with type design organisation recommendations.	LUB	150 FH		

Powerplant Installation: ENGINE # 2

69	Crankcase, accessory housings, cylinder assemblies, accessory drive belts, accessories, engine shock mounts, mount frames, bulkheads, firewalls and sealing, cooling baffles, cowlings, breathers and vents and items in engine bay for mutual interference.	INSP	150 FH		
70	Valve operating mechanism. **Note:** In accordance with type design organisation recommendations. Next due:	CHK	150 FH or see Note		
71	Cylinder compression and leakage. Record results below. Method:	CHK	150 FH		

Eng Cyl	Result	Eng Cyl	Result
1		**4**	
2		**5**	
3		**6**	

Task No.	Task Description	Task Code	Task Interval	Performed	Inspected

Air Induction: Engine # 2

72	Carburettor heat, alternative air bypass doors and control system.	INSP & OP/C	150 FH		
73	Flame traps, drains.	INSP	150 FH		

Ignition: Engine # 2

74	Magnetos, harnesses, leads, switches, starting vibrators, contact breakers, cooling system and ventilators.	INSP	150 FH		
75	Magneto internal timing and timing to engine.	CHK	150 FH		
76	Magneto cam. **Note**: In accordance with type design organisation recommendations. Next due:	LUB	150 FH or see Note		
77	Spark plugs. **Note**: In accordance with type design organisation recommendations. Next due:	CHK	150 FH or see Note		

Exhaust: Engine # 2

78	Cabin heat exchanger.	INSP	150 FH		
79	Turbocharger, control system, pipelines and hoses.	INSP	150 FH		

Engine Lubrication: Engine # 2

80	Tanks, sumps, coolers, hoses, pipelines and vents.	INSP	150 FH		
81	Engine controls in accordance with type design organisation recommendations.	LUB	150 FH		

Task No.	Task Description	Task Code	Task Interval	Performed	Inspected

Fuel System: Engine # 2

82	Tanks, filler caps, selector valves, pumps, pipelines, hoses, carburettor, injector systems, throttle, mixture control, fuel selector control and filler point placard.	INSP	150 FH		

Propeller: Engine # 2

83	Hub, constant speed unit, governor, accumulator, de-icing boots, slip ring and brushes, fluid systems and control system.	INSP	150 FH		
84	Pitch change mechanism for backlash.	CHK	150 FH		
85	Lubricate propeller in accordance with type design organisation recommendations.	LUB	150 FH		

Electrical System:

86	Components, wiring, terminals and connectors.	INSP	150 FH		
87	Warning circuits.	OP/C	150 FH		
88	Correct type and rating of fuses and circuit breakers. Correct spare fuses carried.	CHK	150 FH		
89	Lamps and lighting. Correct spare lamps carried.	CHK	150 FH		
90	Brushes in starter, alternator and generator. **Note:** In accordance with type design organisation recommendations. Next due:	CHK	150 FH		

MPLA / A

Annual Check/Non Aligned Tasks (includes 50 Hour and 150 hour check items):

Perform Task Nos. 1 – 134

Task No.	Task Description	Task Code	Task Interval	Performed	Inspected

Structure / Zonal

91	Emergency exit by internal and external release methods.	OP/C	Annual		
92	Inspect condition of bonding leads and ensure they are correctly fitted.	CHK	Annual		
93	Internal condition of struts, control tubes and similar hollow members. **Note:** In accordance with type design organisation recommendations. Next due:	INSP	See Note		

Flying Controls:

94	Electric flap actuation system, limit switches, pitch trim motors.	INSP & OP/C	Annual		
95	Control cables for correct tension. Control neutrals and travels. Record results below.	CHK	Annual		

CABLES

Cable Identification	TEMP	Required Tension	Actual Tension

CONTROL SURFACES

Control and position (neutral, nose up etc.)	Required Angle / Measurement	Actual Angle / Measurement

Task No.	Task Description	Task Code	Task Interval	Performed	Inspected

Liquid, Air & Gas Systems:

96	Pitot / static system sense and leak.	F / C	Annual		
97	Hydrostatic test of pressure vessels. **Note:** In accordance with type design organisation recommendations. Next due:	INSP & CHK	60 months or see Note		
98	Flexible fuel and oil hoses pressure test. **Note:** In accordance with type design organisation pressure testing recommendations but in either case only until the ultimate service life, if stated, is achieved. Next due:	CHK	72 months from new, then every 36 months or see **Note**		
99	Internal examination and pressure testing of fluid tanks and reservoirs. **Note:** In accordance with type design organisation recommendations. Next due:	CHK	See Note		

Equipment & Environmental:

100	Fire extinguisher contents by pressure/weight.	CHK	Annual		
101	Combustion heater. **Note:** In accordance with GR 11. Next due:	CHK	I.A.W. CAP 747 GR 11		
102	Ground function pressurisation check. Next due:	F / C	36 months		

Exhaust:

103	Cabin heat exchanger pressure test. **Note:** In accordance with type design organisation recommendations. Next due:	CHK	Annual or see **Note**		

Task No.	Task Description	Task Code	Task Interval	Performed	Inspected

Electrical Systems:

104	Over/under-volt system, warnings. Load sharing.	OP / C	Annual		
105	All ground operable electrical circuits. Exercise manually operated circuit breakers.	OP / C	Annual		
106	Nickel-cadmium battery capacity test. **Note:** In accordance with equipment manufacturer's recommendations where capacity checks are recommended by the equipment manufacturer. Next due:	F / C	12 months or see **Note**		
107	Lead-acid battery capacity test. **Note:** In accordance with equipment manufacturer's recommendations where capacity checks are recommended by the equipment manufacturer. Next due:	F / C	12 months or see **Note**		

Task No.	Task Description	Task Code	Task Interval	Performed	Inspected

Instrument Systems:

108	Air Speed Indicator calibration (in situ is permissible). **Note:** Measured parameters must be recorded.	F / C	Annual		
109	Altimeter calibration (in situ is permissible). **Note:** Measured parameters must be recorded.	F / C	Annual		
110	Instruments and indicators for satisfactory condition, mounting, marking and operation. **Note:** This task is applicable to all instruments and indicators that could affect the airworthiness or operating safety of the aeroplane.	F / C	Annual		
111	Readings consistent with ambient conditions. Stall warning device operation.	CHK	Annual		
112	Compass 'deviation' or 'steer by' cards – valid until next check.	CHK	Annual		
113	Instruments, displays, controllers, panels, mounts, pipes, hoses, electrical wiring, gyro filters, flux detectors and instrument transmitters.	INSP	Annual		
114	Compass swing. Next due:	F / C	36 months		

Task No.	Task Description	Task Code	Task Interval	Performed	Inspected

Avionics Radio:

115	Aerials, insulators, controllers, instruments, displays, microphones, headsets, jackplugs and sockets. Interphone and audio system check including emergency system and visual inspection of headsets and microphones where fitted	INSP	Annual		
116	Cables and terminals, cooling systems and moisture trap areas.	INSP	Annual		
117	ELT, including battery. **Note:** In accordance with equipment manufacturer's recommendations. Next due:	CHK	See **Note**		
118	VHF Communication.	OP / C	Annual		
119	HF Communication.	OP / C	Annual		
120	VOR / LOC using a field test set, including flag warnings, omni-radial resolving, radio-magnetic indicator accuracy at 90 & 134° intervals and audio, sense and course width.	F / C	Annual		
121	ILS Localiser and Glide Slope using a field test set, including flag warnings of single tone failure, centre-line accuracy, sense, course widths and audio.	F / C	Annual		
122	Marker using a field test set, including 3-tone operational check and high/low sensitivity.	F / C	Annual		
123	ADF ground function using station(s) of known bearing to establish accuracy. Audio on all bands.	F / C	Annual		
124	DME using a field test set, including frequency tolerance, range accuracy and audio.	F / C	Annual		

Task No.	Task Description	Task Code	Task Interval	Performed	Inspected

Avionics Radio: (Continued)

125	ATC Transponder using a field test set, including frequency tolerance, side lobe suppression, mode 'C' and 'S'. **Note:** The Mode 'S' checks should confirm that the aircraft assigned Mode 'S' code is correct and that any declared parameters are correct.	F / C	Annual		
126	Airborne search and weather radar in all modes.	OP / C	Annual		
127	Area and satellite navigation (GPS).	OP / C	Annual		
128	Audio control panel, including emergency operation.	OP / C	Annual		
129	Calibration check of altitude encoder per IAA AN 39 latest issue	OP / C	Annual		
129	VHF TX / RX Communication using a field test set, including frequency tolerance of transmitted frequencies. **Note:** In accordance with equipment manufacturer's recommendations, only where frequency tolerance checks are recommended by the equipment manufacturer. Next due:	F / C	36 months		
130	HF Communication system using a field test set, including frequency tolerance of transmitted frequencies. **Note:** In accordance with equipment manufacturer's recommendations, only where frequency tolerance checks are recommended by the equipment manufacturer. Next due:	F / C	36 months		
131	Aerials and Feeders – VSWR (DME and ATC Transponder), insulation (HF). Next due:	F / C	36 months		

Task No.	Task Description	Task Code	Task Interval	Performed	Inspected

Avionics Auto - Pilot / Stabiliser:

132	Auto-Pilot/Stabiliser in all modes including manual override disengagement functions.	OP / C	Annual		
133	Displays, instruments, controllers.	INSP	Annual		
134	Auto-pilot computer, amplifier, power supply, servo motors, connections to flying control system, automatic trim system, yaw dampers and manometric system inter-connections.	INSP	Annual		

Section 9

Repetitive Continuing Airworthiness Requirements for Airframe, Engine, Propeller and Equipment

Repetitive Continuing Airworthiness Requirements for Airframe, engine, propeller and equipment.

When an AD, SB, Modification, Repair or STC requiring repetitive maintenance actions has been embodied on the aircraft, engine, propeller or equipment listed in this programme (ref section 0 Applicability) the AD, SB, Modification, Repair or STC shall be listed in table 1 below.

All repetitive maintenance tasks associated with AD's, SB's, Modifications, Repairs and STC's and listed in Table 7 below and shall be further described by Task Description, Task Code and Task Interval on the following pages.

Table 7:

Originating Document (AD, SB, Mod, Repair, STC)	**Date**	**Revision**	**Interval Hrs**	**Interval Days**	**Interval Cycles**	**Method of Compliance**

Document Reference	Task Description	Task Code	Task Interval

Document Reference	Task Description	Task Code	Task Interval

Section 10

Sample / Additional Worksheets

Sample / Additional Worksheets

(may be used to record and certify Manufacturers Special Instructions or Non Routine Work)

Task No.	Task Description	Task Code	Task Interval	Performed	Inspected

Sample / Additional Worksheets

(may be used to record and certify Manufacturers Special Instructions or Non Routine Work)

Task No.	Task Description	Task Code	Task Interval	Performed	Inspected

Section 11

Annual review check list

Annual review check list

Programme Annual review check list (page 1 of 2)				
Date:		**Programme approval Ref.**		
Annual review No:		**Programme revision status when reviewed.**		
Task	**Programme Ref**	**Prompt**	**Not OK**	**OK**
1	**Cover Page**	Check Aircraft type, registration or Sub Part G Organisation. Check IAA approval reference.		
2	**Section 0**	Check A/C registration, Programme Revision status. Check Competent Authority or CAMO approval details.		
	Section 0	Check contents pages and compare with programme.		
	Section 0	Check aircraft applicability list including engine and propeller types.		
	Section 0	Check that programme distribution list includes all interested parties including contracted organisations.		
	Section 0	Check that revision status page is updated.		
3	**Section 0**	Check List of effective pages.		
4	**Section 1**	Check all stated references		
5	**Section 2**	Check for correct details and signature of Owner / Operator or Sub Part G Organisation as applicable.		
6	**Section 3**	Check all stated references		
7	**Section 4**	Check list of Lifed Items for completeness.		
		Check all part numbers quoted are correct.		
		Check all makes / models quoted are correct.		
		Check all overhaul / scrap life quoted are correct.		
8	**Section 5**	Check all manufacturers' special instructions have been included.		
		Check the frequency for each task is as per the manufacturer's instructions.		
9	**Section 6**	Check all stated references		
		Check the validity of licences for all pilot owners listed to insure the licence does not expire before the next programme review date.		
		Check tasks listed versus Part M Appendix VIII of regulation 1321/2014.		
10	**Section 7**	Check that only one option for variations has been stated.		
		Check if the option to use TC / STC holder's tolerances has been selected then they are stated in Table 6.		

Annual review check list

Programme Annual review check list (page 2 of 2)				
Task	**Programme Ref**	**Prompt**	**Not OK**	**OK**
11	**Section 8**	Check, as applicable, that the Maintenance Check Cycle as stated is as per the Generic requirements of the IAA programme or as per the Manufacturer's stated requirements.		
		Check, as applicable, that all maintenance tasks are included in the IAA Generic Programme or that all the Manufacturer's requirements are included in the scheduled tasks list.		
12	**Section 9**	Check that all continuous airworthiness requirements (CAR's) are listed. (AD, SB, Mod, Repair, STC)		
		Check that the applicable document is referenced at its current revision status.		
		Check that the Task Code and Task Intervals are as per the instructions listed in the associated document.		
13	**Section 10**	Check all stated references.		
14	**Section 11**	Check that all sections of this check list have been completed.		
		File this checklist with the associated Maintenance Programme.		
		NOTES:		

Sub Part G Org: **Owner/Operator:**	**Date of Review:**
Reviewed By:	**Signature:**