


Irish Aviation Authority The Times Building 11–12 D'Olier Street Dublin 2, Ireland www.iaa.ie	Údarás Eitlíochta na hÉireann Foirgneamh na hAmanna 11–12 Sráid D'Olier Baile Átha Cliath 2, Éire	AAM No. 03 Revision: 01 Date: 14.08.19	
Safety Regulation Division	Rannán na Rialachán Sábháilteachta		

Title: Guidance on Maintenance Programmes for Light Helicopters (MPLA/H)

Advisory Memoranda are provided for information purposes only and must not be misconstrued as formally adopted Acceptable Means of Compliance (AMC) or as Guidance Material (GM).

1. INTRODUCTION

The purpose of this procedure is to give guidance to the general aviation community along with Continuing Airworthiness Management Organisations (CAMO) on how this Maintenance Programme Light Aircraft (MPLA) can be developed for each helicopter.

2. REFERENCES

EU Regulation (EU) 1321/2014, as amended

This Advisory Memorandum supersedes and replaces Airworthiness Advisory Memorandum 15-10

3. PROCEDURE

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 Helicopters (MPLA/H) for your aircraft.

Introduction:

The MPLA is a template, which can be used by owners/CAMOs to prepare an Aircraft Maintenance Programme (AMP) for a non-complex helicopter.

In the preparation of the MPLA consideration has been given to Human Factor elements of ICAO Annex 1 along with EASA Part 66 requirements for aircraft maintenance engineers. Throughout the 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 =




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

Single piston engine helicopters below 2,730 kg Maximum Take-off Mass (MTOM).

The MPLA is structured as follows,

Section 0	General
Section 1	Introduction
Section 2	Owner / Operator / Subpart G Organisation Certification Statement
Section 3	Responsibilities and Standards
Section 4	Life Items
Section 5	Manufacturers Special Instructions
Section 6	Limited Pilot-owner Maintenance Tasks
Section 7	Variation to the Check Cycle
Section 8	Scheduled tasks
Section 9	Repetitive Continuing Airworthiness Requirements for Airframe, Engine and Equipment.

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Section 10 Sample Work Sheets
Section 11 Programme Annual Review Checklist.

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 us begin with the cover page (Page 1)

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 Page 4:

Enter the aircraft details i.e. aircraft registration, serial number and engine type.

Distribution List Page 5:

Self-explanatory, if more copies are required enter details. Copies may be distributed electronically.

Record of Amendments Page 6:

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

A brief description of the amendments made at Issue 1 Revision 0 should be recorded in the second box.

List of Effective Pages Page 7 & 8:

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 EU 1321/2014 as amended.

Chapter 2 Owner / Operator / CAMO Certification Statement:

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Follow the Red italic text and delete as required ensuring to enter all relevant details and sign the statement. If the statement is not signed the programme will be returned.

Chapter 3 Responsibilities and Standards:

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

Chapter 4 Life Limited Items:

This should include overhaul or scrap life terms which may not be varied e.g. Airworthiness Limitation Items. Below is an example.

Item / Component	Type/Make/Model	Part No	Overhaul Life	Scrap Life
Engine	TCM-O-470R		1500 Hrs 12Years	
ELT			Operational Test Every 12 Months	AMC1 NCO.IDE.H.170
First Aid Kit			Contents and Life Every 12 Months	Nil

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 10 provides work sheets for including the various Special Instruction items that can be added to sign off sheets. See AAM 01-16 for guidance on reviewing Instructions for Continuing Airworthiness for inclusion in the AMP.

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

Manufacturer's Special Instructions

Item No	Manufacturer's Reference Document	Description	Frequency
1	Engine MM	Engine OIL Replenish With Straight Oil 100	First 25FH
2	Airframe MM	12 year Inspection	2,000 FH or 12 Yr WOF

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3	Airframe SB	Hoses, Metal Lines & Fittings, Inspection	6 years
4	Gill CMM	Sealed Lead Acid Battery	6 months

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

Chapter 6 Limited Pilot –Owner Maintenance tasks:

The cover sheet, along with pages 24 and 25 list the tasks which may not be performed by the Pilot-Owner. This may not be amended. It also lists the competence and responsibilities. Pilot-owners and CAMOs should familiarise themselves with these regulations.

Page 26 Limited Pilot-owner Maintenance Task List:

Reference to AMC Appendix VIII of Regulation 1321/2014, 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 CAMO 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 a CAMO 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 25 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 an operator controlled by a CAMO a Pilot-Owner Certificate Of Release to Service (CRS) must be issued by the Pilot-Owner before flight.

Section 7 Variation to the Check Cycle:

Page 28 list two options on applying Variations to this maintenance programme. The option you select is based on information issued by the Type Certificate Holder (TC) or the Supplementary Type Certificate Holder (STC) Where the TC/STC holder **has not** issued any variations that can be applied to the maintenance frequency for your aircraft you can opt to use the variations listed in Section 7. Read page 28 and 29 carefully.

Chapter 8 Scheduled Tasks:

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The only changes allowed to this Chapter are the items in the Maintenance Check Cycle in table 6. Owner / CAMO shall specify their Maintenance Check Cycle in the table provided. The items specified in this example are only applicable to the generic list of tasks prescribed in the following pages. 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.

Section 9 Repetitive Continuing Airworthiness Requirements for Airframe, Engine, and Equipment:

For Airworthiness Directives (ADs), Service Bulletins (SBs), Modifications and Repairs enter only those that have a **repetitive** maintenance action in table 7. On the right hand side of the table enter the aircraft registration and X all boxes below to show that items entered are applicable.

CAMOs 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.

Section 10 Sample Work Sheets:

Sample work sheets are provided which may be used as required, for example recording Repetitive Continuing Airworthiness Requirements for Airframe, Engine and Equipment from section 9 or any non-routine work which may arise on the maintenance check.

Section 11 Programme Annual Review Checklist:

In Section 1, page 10 we discussed that the maintenance programme should be reviewed annually in accordance with the requirements of EASA Part M M.A.302. To assist the industry we have produced an acceptable Programme Annual Review Check List which may be used to meet the requirements of the above regulation. These completed check lists are required to be retained with the aircraft documentation and may be requested at any time to show compliance with the requirements of M.A.302 maintenance programme review.