



Irish Aviation Authority The Times Building 11-12 D'Olier Street Dublin 2, Ireland www.iaa.ie Safety Regulation Division	Údarás Eitlíochta na hÉireann Foirgneamh na hAmanna 11-12 Sráid D'Olier Baile Átha Cliath 2, Éire Rannán na Rialachán Sábháilteachta	AERONAUTICAL NOTICE No. A.12 ISSUE 15 DATE 11.03.19	
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Maintenance Programmes for Aircraft other than complex motor-powered aircraft

This Aeronautical Notice is issued to outline the process to be used for Aircraft Maintenance Programmes (AMP) for aircraft which are subject to EASA Regulation (EU) 2018/1139, as amended, along with those aircraft which are subject to national requirements in accordance with Articles 18 (1) (a) and 31 of the Irish Aviation Authority (Airworthiness of Aircraft) Order (S.I. No.324 of 1996), as amended by the Irish Aviation Authority Order S.I. No. 102 of 1997 and S.I. No 684 of 2003.

In respect of the maintenance of Irish registered aircraft not considered complex motor-powered aircraft as defined in Regulation (EU) 2018/1139, the following applies;

1. Maintenance of each aircraft shall be organized in accordance with an aircraft maintenance programme (AMP) complying with the requirements of either EU Commission Regulation (EU) No. 1321/2014 Part M.A.302, as amended, or Article 18(1)(a) of the Irish Aviation Authority (Airworthiness of Aircraft) Order, 1996, as amended.
2. ELA1 aircraft not used in Commercial Operations, as defined in Regulation (EU) 2018/1139, may be maintained in accordance with a 'Self-Declared' AMP as per M.A.302(h). See Airworthiness Advisory Memorandum (AAM) 10 for more information.
3. Aircraft other than those mentioned in paragraph 2, shall have the AMP and any subsequent amendments approved by the IAA.
4. A Maintenance Programme may be developed in one of three ways:
 - (a) Produced by the Owner/Operator and submitted directly to the IAA for approval.
 - (b) Produced and submitted by a Continuing Airworthiness Management Organisation or Maintenance Organisation on behalf of the Owner / Operator who has entered into a limited contract for the development of a Maintenance Programme.
 - (c) Produced and submitted by a Continuing Airworthiness Management Organisation on behalf of the Owner / Operator who has entered into a full contract to manage the continuing airworthiness of the aircraft.
5. The following types of Maintenance Programme are acceptable for submission to the authority for approval.
 - (a) A Maintenance Programme published by the manufacturer(s) in respect of the particular type of aircraft in question, detailing the periodic checks and other pertinent maintenance information and conforming to the requirements of EU Commission Regulation (EU) No. 1321/2014 Part M.A.302, as amended. This Maintenance Programme should be structured in a similar manner to the EASA AMP template.
 - (b) A Maintenance Programme based on the EASA AMP template and Minimum Inspection Programme applicable to the aircraft type e.g. Aeroplane/Balloon/Sailplane. This is considered as a complete recommended maintenance schedule for aircraft not considered as complex motor-powered aircraft.

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- (c) The Irish Aviation Authority recommended maintenance schedule for piston engine helicopters MPLA-H, at latest revision.
- (d) Any other Maintenance Programme in compliance with EU Commission Regulation (EU) No. 1321/2014 Part M.A.302 or Article 18(1)(a) of the Irish Aviation Authority (Airworthiness of Aircraft) Order, 1996, as amended acceptable to the IAA.
6. Aircraft considered to be complex motor-powered aircraft shall be maintained in accordance with manufacturer's Maintenance Programme conforming to EU Commission Regulation (EU) No. 1321/2014 Part M M.A. 302, as amended. This Maintenance Programme may be structured in a similar manner to the EASA AMP template.
7. Maintaining an aircraft to an Aircraft Maintenance Programme is a legal requirement. Failure to have an AMP for your aircraft may invalidate the Certificate of Airworthiness.

Aircraft Maintenance Programmes may be submitted to the IAA for approval at the following address:

The Irish Aviation Authority,
Airworthiness Standards Department,
The Times Building,
11-12 D'Olier Street,
Dublin 2.

Or

awsd@iaa.ie

This Notice replaces Aeronautical Notice Number A12 at issue 14 which should be discarded.

**Chief Executive
Irish Aviation Authority**