


|   | <b>Major Repair and Alteration (MRA-LSA)</b><br>- LSA Aircraft Only - |               |              |               | Date:   |                          |                          |                          |
|--|---|---------------|--------------|---------------|---|--------------------------|--------------------------|--------------------------|
|  |   |               |              |               | ID :<br>(to be filled by manufacturer only)                             |                          |                          |                          |
| <b>Request for MRA-LSA – Form to be filled by customer -</b>   |   |               |              |               |   |                          |                          |                          |
| MRA-LSA-A template is required <b>to request instructions and approval</b> for any Major Repair or Alteration that is not covered by the Aircraft Maintenance Manual in the applicable version for the affected LSA aircraft.  |   |               |              |               |   |                          |                          |                          |
| Title:   |   |               |              |               |   |                          |                          |                          |
| Request for Major Repair (mark when applicable): <input type="checkbox"/>  |   |               |              |               | Request for Alteration (mark when applicable): <input type="checkbox"/> |                          |                          |                          |
| <b>Block 1 – Aircraft Basic Data</b>   |   |               |              |               |   |                          |                          |                          |
| AC Type:   |   | Model:        |              | S/N:          |   | Registration:            |                          |                          |
| <b>Owner Name &amp; Address:</b><br>(also list requester, when different)  |   |               |              |               |   |                          |                          |                          |
| Equipment:   | Manufacturer:   | Type / Model: |              | TT since New: | TT since Overhaul:  |                          |                          |                          |
| Airframe:  | - as above -  |               |              |               |   |                          |                          |                          |
| Powerplant:  |   |               |              |               |   |                          |                          |                          |
| Propeller:   |   |               |              |               |   |                          |                          |                          |
| <b>Block 2 – Request Specification</b>   |   |               |              |               |   |                          |                          |                          |
| <b>Describe Occurrence</b> (in case of damage) <b>or Reason for Alteration:</b>  |   |               |              |               |   |                          |                          |                          |
|  |   |               |              |               |   |                          |                          |                          |
| <b>Description of Damage or Intended Alteration:</b>   |   |               |              |               |   |                          |                          |                          |
|  |   |               |              |               |   |                          |                          |                          |
| No.  | Affected Unit:  | Manufacturer: | Model or PN: | S/N:          | Repair:   | Modify:                  | Remove:                  | Install:                 |
| 1  |   |               |              |               | <input type="checkbox"/>  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2  |   |               |              |               | <input type="checkbox"/>  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3  |   |               |              |               | <input type="checkbox"/>  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4  |   |               |              |               | <input type="checkbox"/>  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5  |   |               |              |               | <input type="checkbox"/>  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <b>Block 3 – Request Confirmation</b>  |   |               |              |               |   |                          |                          |                          |
| <i>I confirm that the data provided above are provided to the best of my knowledge. I am aware that this request can result in separate cost, raised on fixed fee or effort basis. Applicable cost will be confirmed separately with the requester on the basis of the information provided within this request.</i> |   |               |              |               |   |                          |                          |                          |
| Date:  |   | Name:         |              | Signature     |   |                          |                          |                          |

# Instructions How to Use Form MRA-LSA-A

## Purpose:

Form MRA-LSA-A is used to request authorization for Major Repair or alteration of a Light Sport Aircraft, when the Light Sport Aircraft has received the Certificate of Airworthiness on the basis of a Manufacturer Self Declaration of Compliance.

A Major Repair in that sense is any repair where instructions are not provided by a manufacturer issued Instruction of Continued Airworthiness (Aircraft Maintenance Manual, Service Bulletin or similar).

A alteration in that sense is any modification to the aircraft or to its equipment that is not specified within a manufacturer issued Instruction of Continued Airworthiness (Aircraft Maintenance Manual, Service Bulletin, Service Instruction or similar).

In cases where the aircraft has received the Certificate of Airworthiness on the basis of a Type Certificate or Restricted Type Certificate, other procedures apply and this template cannot be used.

The following text provides explanation to each block used in the template. In case of doubt, additional information can be obtained only from the relevant aircraft manufacturer.

## Title:

Give a meaningful title to the request. The title will be used by the manufacturer on the MRA approval form and shall clearly reference the subject of the repair or alteration.

Tic- mark if this is a request for repair, or a request for alteration.

## Block 1:

Fill all relevant data of the aircraft. Even when not obviously necessary, knowledge of the complete dataset is always necessary to correctly judge the request.

“TT” abbreviates “Total Time”. This information is mandatory as reference to the configuration status of the aircraft and possibly affected appliances.

## Block 2:

In case of a Damage:

In the Occurrence field, clearly specify what has lead to the damage. No repair instruction can be issued without knowing the background that lead to the damage. The manufacturer has experience with damaged aircraft from a multitude of cases. Only when the reason for the damage is known exactly it can be ensured that no hidden damages remain un detected. When needed, attach a separate document and enter the reference to the Occurrence Field.

In the Description field, clearly describe the damage in type, dimension and severity. Ideally add pictures. When needed, attach a separate document and enter the reference to the Occurrence Field.

List all damaged units and tic-mark “Repair”. When necessary, add separate document and enter the reference to the table instead of listing the units.

In case of a Alteration:

In the Reason field, clearly specify what brings you to the desire to do the alteration. Only when the background is known the instruction can be generated in a way that satisfies the customer interest. When needed, attach a separate document and enter the reference to the Occurrence Field.

In the Description field, clearly describe the intended alteration. When needed, attach a separate document and enter the reference to the Occurrence Field.

List all affected units and tic-mark “Install”, “Remove” or “modify”, as applicable. When necessary, add separate document and enter the reference to the table instead of listing the units.

## Block 3:

Confirmation and signature is mandatory before the request will be processed. By signing you acknowledge that you are aware that this request might lead to additional cost. Cost will be raised either on fix-priced basis or effort dependent, in more complicated cases. In any case you will be informed and asked for explicit approval what cost you have to expect, prior to any action that will generate the cost.

## Submission:

Submit the filled Form MRA-LSA-A to your manufacturer through your local distributor or dealer. Manufacturer will provide you with a reference upon receipt and inform you about the next steps.

