

Appendix III — Complex maintenance tasks not to be released by the Pilot-owner

Regulation (EU) 2019/1383

All of the following constitutes the complex maintenance tasks which, according to Appendix II, shall not be carried out by the pilot-owner. These tasks shall be released either by CAO or by independent certifying staff:

- (a) the modification, repair or replacement by riveting, bonding, laminating, or welding of any of the following airframe parts:
 - (1) a box beam;
 - (2) a wing stringer or chord member;
 - (3) a spar;
 - (4) a spar flange;
 - (5) a member of a truss type beam;
 - (6) the web of a beam;
 - (7) a keel or chine member of a flying boat hull or a float;
 - (8) a corrugated sheet compression member in a wing or tail surface;
 - (9) a wing main rib;
 - (10) a wing or tail surface brace strut;
 - (11) an engine mount;
 - (12) a fuselage longeron or frame;
 - (13) a member of a side truss, horizontal truss or bulkhead;
 - (14) a seat support brace or bracket;
 - (15) a seat rail replacement;
 - (16) a landing-gear strut or brace strut;
 - (17) an axle;
 - (18) a wheel; and
 - (19) a ski or ski pedestal, excluding the replacement of a low-friction coating;
- (b) the modification or repair of any of the following parts:
 - (1) aircraft skin or the skin of an aircraft float if the work requires the use of a support, jig or fixture;
 - (2) aircraft skin that is subject to pressurisation loads if the damage to the skin measures more than 15 cm (6 in.) in any direction;
 - (3) a load-bearing part of a control system, including a control column, pedal, shaft, quadrant, bell crank, torque tube, control horn and forged or cast bracket, but excluding:
 - (i) the swaging of a repair splice or cable fitting; and
 - (ii) the replacement of a push-pull tube end fitting that is attached by riveting;

-
- (4) any other structure not listed in point (a) that a manufacturer has identified as primary structure in their maintenance manual, structural repair manual or instructions for continuing airworthiness;
 - (c) the performance of all of the following maintenance on a piston engine:
 - (1) dismantling and subsequent reassembling of a piston engine other than:
 - (i) to obtain access to the piston/cylinder assemblies; or
 - (ii) to remove the rear accessory cover to inspect and/or replace oil pump assemblies, where such work does not involve the removal and refitment of internal gears;
 - (2) dismantling and subsequent reassembling of reduction gears;
 - (3) welding and brazing of joints, other-than-minor weld repairs to exhaust units carried out by a suitably approved or authorised welder but excluding component replacement;
 - (4) the disturbing of individual parts of units which are supplied as bench-tested units except for the replacement or adjustment of items normally replaceable or adjustable in service;
 - (d) the balancing of a propeller, except:
 - (1) for the certification of static balancing where required by the maintenance manual; and
 - (2) dynamic balancing on installed propellers using electronic balancing equipment where permitted by the maintenance manual or other approved airworthiness data;
 - (e) any additional task that requires:
 - (1) specialised tooling, equipment or facilities; or
 - (2) significant coordination procedures because of the extensive duration of the tasks and the involvement of several persons.