

**COMPLEX MAINTENANCE TASKS as per Part M Appendix VII.**

The following constitutes the complex maintenance tasks. Only appropriate certifying staff on behalf of the maintenance organization can release the aircraft to service after completion following tasks (ref: M.A.502(d), M.A.801(b)2):

1. The modification, repair or replacement by riveting, bonding, laminating, or welding of any of the following airframe parts:
  - (a) a box beam;
  - (b) a wing stringer or chord member;
  - (c) a spar;
  - (d) a spar flange;
  - (e) a member of a truss-type beam;
  - (f) the web of a beam;
  - (g) a keel or chine member of a flying boat hull or a float;
  - (h) a corrugated sheet compression member in a wing or tail surface;
  - (i) a wing main rib;
  - (j) a wing or tail surface brace strut;
  - (k) an engine mount;
  - (l) a fuselage longeron or frame;
  - (m) a member of a side truss, horizontal truss or bulkhead;
  - (n) a seat support brace or bracket;
  - (o) a seat rail replacement;
  - (p) a landing gear strut or brace strut;
  - (q) an axle;
  - (r) a wheel; and
  - (s) a ski or ski pedestal, excluding the replacement of a low-friction coating.
2. The modification or repair of any of the following parts:
  - (a) aircraft skin, or the skin of an aircraft float, if the work requires the use of a support, jig or fixture;
  - (b) aircraft skin that is subject to pressurization loads, if the damage to the skin measures more than 15 cm (6 inches) in any direction;
  - (c) 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;and
  - (d) any other structure, not listed in (1), that a manufacturer has identified as primary structure in its maintenance manual, structural repair manual or instructions for continuing airworthiness.
3. The performance of the following maintenance on a piston engine:
  - (a) 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 re-fitment of internal gears;
  - (b) dismantling and subsequent reassembling of reduction gears;
  - (c) 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;
  - (d) 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.
4. The balancing of a propeller, except:
  - (a) for the certification of static balancing where required by the maintenance manual;
  - (b) dynamic balancing on installed propellers using electronic balancing equipment where permitted by the maintenance manual or other approved airworthiness data;
5. Any additional task that requires:

**(a) specialized tooling, equipment or facilities; or**

**(b) significant coordination procedures because of the extensive duration of the tasks and the involvement of several persons - OP3 (200 hrs inspection), Special Inspections, maintenance actions i.a.w. Overhaul and Replacement Schedule (except systems filter and batteries replacements), inspections and modifications i.a.w. AD's and SB's.**